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PACIFIC FISHERMAN

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FISH AUCTION, Tokyo Style—One of the scores of bidding bleachers, with an interested American in the lower left, H. E. Lokken, manager of Fishing Vessel Owners Association and Seattle Halibut Exchange.

WORTH ITS WEIGHT IN *Gold Medal*

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PACIFIC FISHERMAN

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A MILLER FREEMAN PUBLICATION

"PF" Studies Thinking Of Japan's Fisheries

● *Pacific Fisherman* in late October and November was able to make a concentrated editorial study of fact and trend and thinking in the fishing industry of Japan. The results of this study will be published in these pages through a number of issues in the form of editorials seeking to interpret and analyze the thought and forces which shape and direct the fisheries of Japan—which are the greatest of any nation in the world.

These studies were made by DeWitt Gilbert, editor of this journal, who succeeded the late Miller Freeman, its president, as a member of the advisory committee to the American Section of the International North Pacific Fisheries Commission. Two weeks in advance of the Tokyo meeting of the commission in November, he went to Japan to interview as many of the leaders of the Japanese fishing industry as possible, beside visiting markets and plants and ports and vessels.

While obviously it was possible only to touch at representative plants and ports, he was able to meet and know the ranking men in the Japanese fisheries. From them, the opinions they voiced and the thinking they exchanged, will come an editorial series in the interests of understanding.

These articles will not deal with current news, for in that field *Pacific Fisherman* for some years has been—and will continue to be—served effectively by our Tokyo correspondent, Kenji Sakai, whose intimate connection with the fishing industry extends over a quarter-century.

● *First question* which American—and Canadian—fishery people today ask of the traveler returned from Japan touches the problem of whether or not the spectacular increase in the Japanese high seas salmon catch has been responsible for the current decline in production of the North American shore fisheries.

Do the Japanese know how American and Canadian fishermen feel about this situation? Yes; because the American and Canadian delegations to the International North Pacific Fisheries Commission meeting told them.

What are they going to do about it? Spokesmen say that Japan does not expect to permit increase in the North Pacific operations this coming season. Note that we said "operations"; not "catch."

What do they say about the belief that our failures resulted from their success? Simply this: that they did not fish within 7° of longitude of the area from which they have agreed to abstain. Moreover, they say the vast majority of their catch was made much, much further westward; all but a nominal percentage coming from waters far beyond the farthest American outpost at Attu.

Do you believe them? Yes.

What was the consensus of the American delegation at the Tokyo conference on this matter? It ran about like this:

Japan would be well-advised to give public reaction in its prime markets important weight in planning, and executing, its 1956 operations.

The three nations should press with all diligence to determine scientifically the ocean distribution of American and Asian salmon, and where, and when, they migrate.

America must intensify its studies of the freshwater phases of the Alaska salmon to ascertain if controllable factors are responsible for decline; how trends can be forecast; and the character and degree of control providing best sustained yield.

Another great year!

As evidenced by your cooperation and support, Canco's program of consumer advertising—now concluding its second year—has been an unqualified success.

The results of tie-in promotions planned by canners and retailers indicate that, properly exploited, these advertisements have definitely increased the sale of canned foods and beverages of all kinds.

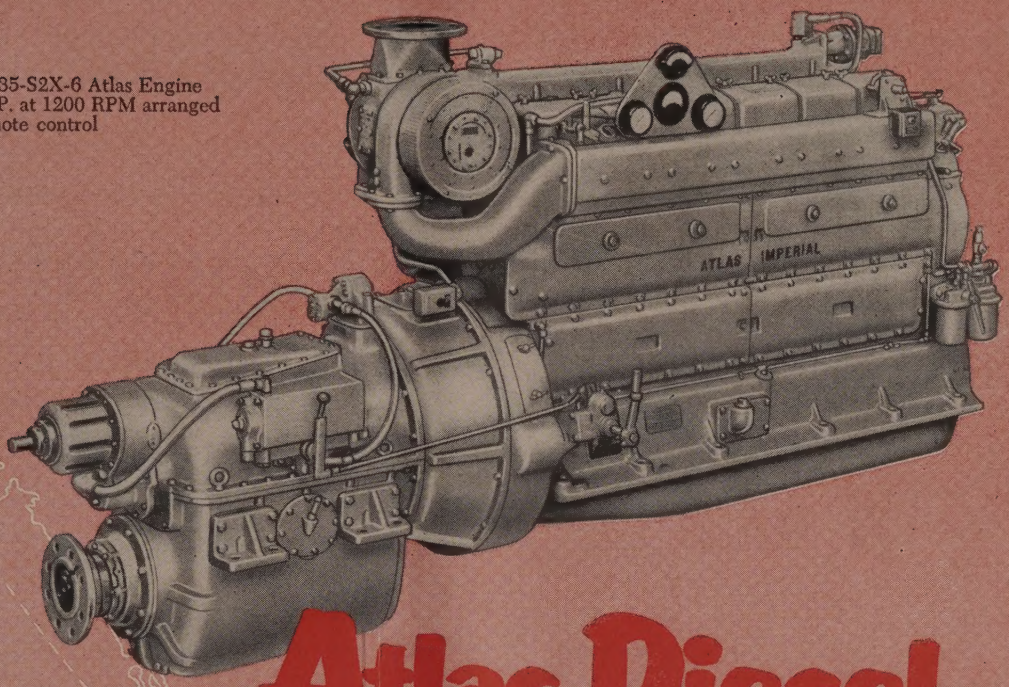
Furthermore, figures show that this unique advertising program, directed at your best prospects, has continued to be one of the most successful food advertising campaigns in the magazines today . . . all in all, it's still another example of Canco's unparalleled service to food packers.

Go first to the people who <u>are</u> first!

American Can Company

New York, Chicago, San Francisco CANCO

Model 35-S2X-6 Atlas Engine
300 H.P. at 1200 RPM arranged
for remote control

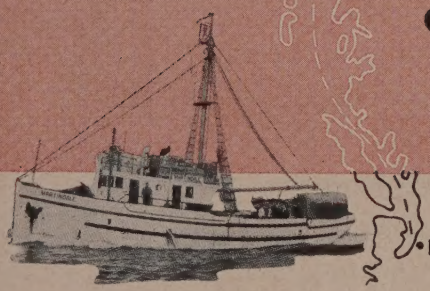


FISHERIES

KETCHIKAN •

Atlas Diesel

saves 1000 gallons of fuel on first fishing trip



•EVERETT

The 80-foot combination halibut-boat, seiner, and salmon packer, "Martindale". Captain Birger Petersen ran his newly-installed Atlas Diesel Engine for 21 days continuously . . . from Ketchikan, Alaska out to the fishing banks and back to Everett, Washington.

The 300 H.P. Model 35 Atlas Diesel Engine installed in the "Martindale", *cut fuel costs 25% by using 1000 gallons less fuel* than in previous trips with another engine of 210 H.P. Captain Birger Petersen has proved again, beyond a doubt, that the dependable, long-life, low-cost operation and continual peak performance of Atlas Diesels is the key to greater profits in the fishing industry.

Captain Petersen proved this by subjecting the Atlas Diesel to a grueling initial fishing trip . . . one that included three weeks of continual operation and hauling gear for five days on the banks in the roughest of weather. Even under these adverse conditions, the "Martindale" returned with a near-record load of 69,000 pounds of halibut . . . and best of all *a profit-boosting 1000 gallon fuel saving.*

This is another example of how profit-minded fishermen are confidently repowering with Atlas or Superior Diesels for longer service life, smoother performance, lower maintenance, and lower fuel and lubrication costs. For every marine use requiring from 95 to 2000 B.H.P., there's an Atlas or Superior Diesel that will give you these benefits. Get complete details at your nearest sales and service office listed below.

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Food for Thought

TODAY, canned salmon is one of the most economical and appetizing foods we eat. Homemakers have many tasty recipes which make a main salmon dish for as little as 15c a serving.

This does not mean that salmon appeals only to budget-conscious persons. Salmon is also the epicure's choice . . . one of the most delicious and delectable seafoods there is.

However, the Industry today is faced with a continuing problem . . . **there are many other competitive economical foods.** Salmon with its high content of essential food values, its deliciousness, its attractiveness, will continue as a prime favorite, but only **if we keep it within price reach.** It is therefore up to all of us in the fishing industry to **cut costs wherever possible.**

Pacific American Fisheries, Inc. pledges it full cooperation to this end.

PACIFIC AMERICAN FISHERIES, Inc.

SOUTH BELLINGHAM, WASHINGTON

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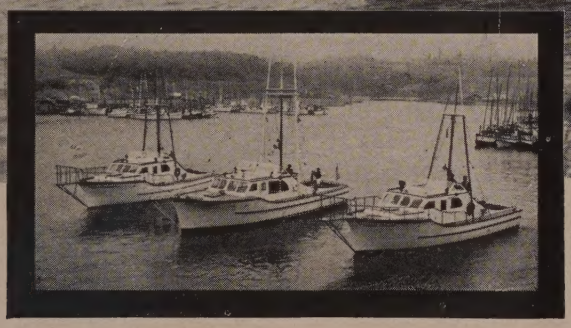
Tradewinds Trollers

pick BUDA 273 DIESELS

for Safe, Dependable, Economical Operation

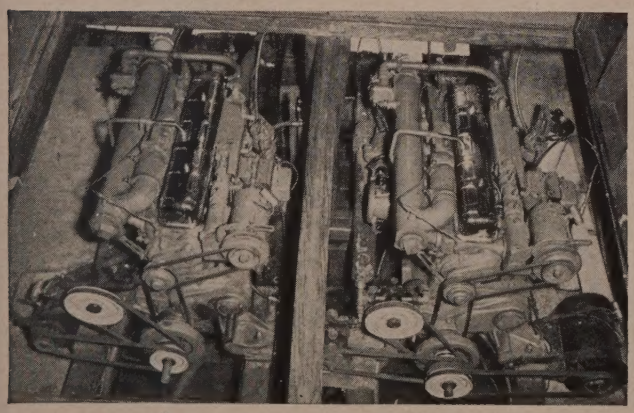
"Start quickly... run smoothly both at high speed and trolling and are extremely economical to operate"

Stan Allyn—Owner
"Tradewinds Kingfisher"



(above) **Tradewinds Trollers flagships anchored at Depoe Bay.**

(below) **Twin Buda 273 Diesels make a compact, neat installation.**



Tradewinds Trollers, Depoe Bay, Oregon — one of the best known sport fishing fleets on any coast — spare no detail in providing safe, comfortable equipment for their customers. At the same time, they must make a profit on their operations. That's why the flagships of their fleet have been re-powered by twin Buda 273 Diesels.

The twin Budas installed in "Tradewinds Kingfisher," "Tradewinds Fleetfisher" and "Tradewinds Sportfisher" are meeting the rigid specifications set by their owners. Operation is quiet, vibration is at a minimum, and there is noticeable lack of offensive odors within the boat and from the exhaust. Added to these factors, the economy of operation, reliability and safety of Buda Diesels make the Tradewinds fleet a success.

Get complete details on these great new Buda 273 Diesels for powering any kind of boat whether it's operated for pleasure or profit. See your nearby Buda Marine Distributor or write for illustrated bulletins.

BUDA DIVISION • Harvey, Illinois

ALLIS CHALMERS

BM-33

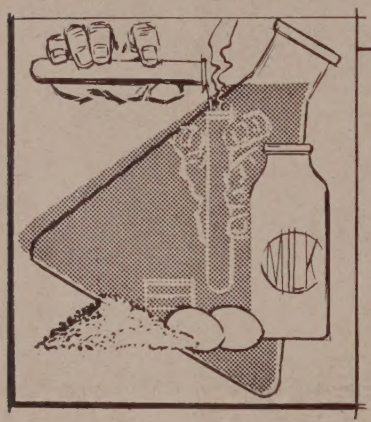
Are You Using This Profit Making Service by GOLDEN DIPT READY-MIXED BREADING

DEVELOP YOUR OWN BLEND OF BREADING FOR INCREASED SALES AND PROFIT

- get the "pick-up" you want
- get the texture you want
- get the color you want

It's a Fact!

Now you can have your own custom-blend of Golden Dipt . . . designed for your meat, fish or poultry . . . designed to your plant and breading conditions . . . designed to your specific breading requirements.



A Golden Dipt Laboratory team of technicians works directly with you to develop the blend of breading you need for profitable sales. This custom-blend is made from the basic formula of original Golden Dipt (containing dehydrated soft winter wheat granules, eggs, milk and seasoning) . . . plus MSG to emphasize the natural flavor of your product and Mel-0x3, the wonder antioxidant that protects the flavor even though your product is held in cold storage for as long as 12 months.

NOTHING TO ADD • NOTHING TO MIX
THE EGGS AND MILK ARE IN IT
GOLDEN DIPT
Guaranteed by Good Housekeeping
The Original
READY-MIXED
BREADING
FOR DEEP FAT OR PAN FRYING FISH, SEAFOOD, CHICKEN, MEATS, FRITTERS, CROQUETTES
GOLDEN DIPT DIV. MELETIO SEAFOOD CO.

REPLACEMENT OR REFUND OF MONEY — Guaranteed by Good Housekeeping — IF NOT AS ADVERTISED THEREIN

GOLDEN DIPT ... the only product of its type bearing the Good Housekeeping Seal.

Golden Dipt Breading absorbs 32% less cooking oil than ordinary breadings. Ask to see proof.

When a Wash is Needed

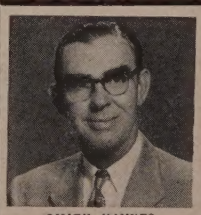
NOTHING TO ADD • NOTHING TO MIX
THE EGGS AND MILK ARE IN IT
GOLDEN DIPT
THE COMPLETE
BATTER-MIX
GOLDEN DIPT DIV. MELETIO SEAFOOD CO.

USE...

GOLDEN DIPT BATTER MIX

It's complete... there's nothing to add but water.

Phone, wire or write today . . . The Golden Dipt Laboratory is available to you. The years of experience it has had in working with hundreds of frozen food processors will help you make greater profits.



SMITH HAYNES
Plant Manager
Meyer Fish and Produce Co.
Jacksonville, Florida

GOLDEN DIPT PLANT OPERATOR OF THE MONTH

After an extensive tour of duty with the U. S. Navy, Smith Haynes joined the Meyer Fish and Produce Company in 1945 as Plant Superintendent. The present position of the Meyer Fish and Produce Company in the frozen food field is proof enough that Smith Haynes deserves Golden Dipt's "Plant Operator of the Month".

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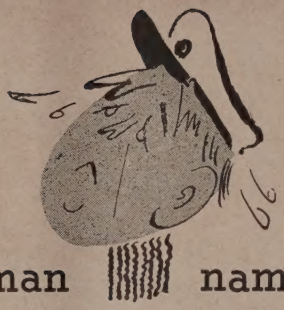
GOLDEN DIPT DIVISION MELETIO COMPANY
MERCHANTS EXCHANGE BUILDING • ST. LOUIS 2, MISSOURI



There was a young man named Sam Etting

Who gambled with second rate netting.

When it became plain.....

That he labored.. ...in vain

Sam gave up his haphazard betting.

P. S. Sam soon learned that Pauls netting does the job — and does it right. Every mesh is uniform in strength . . . so that the heaviest loads are brought in without fuss or bother.

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Pacific Marine Supply Co.

Quality Merchandise and Genuine Service

1213-1223 WESTERN AVE., SEATTLE 1, WASH.

A Christmas Message

All through the year we use this space to tell you what we have to sell.

Now, at Christmas, we simply want to thank all of you with whom we have done business during the past year.

For all of us at Pacific Marine Supply Co., may we express the earnest hope that your Christmas will be a most happy one, and that the coming year will bring you and yours a fair share of the good things of life.

Sincerely,

PACIFIC MARINE SUPPLY CO.

E. Cunningham

E. Cunningham, President

R. D. Ladd

R. D. Ladd, Vice President and General Manager

PACIFIC FISHERMAN DECEMBER 1955

Three Nations Meet in Tokyo to consider how the fisheries of the North Pacific may be conserved, while producing food on the basis of maximum sustained yield. American section in the foreground, Japan on the left, Canada on the right. In the background, Chairman Fujita discusses a paper with the interpreters.

Pacific Mystery:

The Salmon--Where do they Go? Whence do they Come? And When?

● Ocean-wide research for knowledge of the origin and distribution of the Pacific salmons in the sea emerged in November from the Tokyo meeting of the International North Pacific Fisheries Commission.

Mounting a simultaneous offensive in a broad band across the whole of the North Pacific, scientists of the United States, Canada and Japan will seek solution to the problems posed by their common concern in conservation of the fisheries they share.

The "tripartite" research of 1956 will be unprecedented in scope, and in coordination as well. Through it the North Pacific Commission hopes to learn *where* the salmon *go* in the sea, and when; *where* the salmon taken in mid-Pacific would return to fresh rivers, and *when;* and *what* the effect of oceanic fishing may be upon the resource, and when.

The research has four essential phases—determined upon in 1954 at Vancouver; and here the Tokyo meeting made no change in plan, only in emphasis, extent and intensity. The four phases are these:

1. Determination of distribution by means of research fishing.

2. Determination of migration routes and river origins by means of tagging in ocean fishing areas.

3. Racial studies of the fish themselves, seeking to distinguish Asian from American stocks by differences in size, shape, structure, blood composition and fresh water parasites.

4. Oceanographic research to determine the effect of currents and temperature upon food supply and the distribution and movement of the fish in the sea.

● *ALL THREE NATIONS* pursue these lines of study in a coordinated plan, in which the work of each supplements rather than overlaps the efforts of the others.

Broadly, 1956 research will emphasize the *distribution research* fishing and *oceanic tagging,* while maintaining the work in racial studies and oceanography on much the same basis as in the current year.

This is particularly true of the United States' commitments, where ocean tagging in a broad band on both sides of the Aleutians, and perhaps into the area of Japanese oceanic

American Section — Commissioners Edward W. Allen, Milton E. Brooding, John H. Clawson and John L. Farley, seated at the table. Recognizable among the advisers behind, from the left: H. E. Lokken, Robert Parker, Lowell Wakefield, Richard S. Croker, Clinton E. Atkinson; standing, Koichiro Kobayashi of Japan, vice president of Nichiro Gyogyo K.K.

fishing, will be the major single phase for 1956.

Supplementing the intensified tagging program will be research fishing to secure data on distribution, as well as samples for the racial studies.

Canada likewise will expand its work along these lines, with a vessel available for both tagging and distribution research seaward from the British Columbia coast, west to 150°, about the latitude of Prince William Sound. Possibility of tagging young salmon in their first year in the sea is a special objective of the Canadian scientists.

Japan will supplement with research vessels the sampling work carried on by researchers working with its great commercial fleet, and will tag and sample in Bering Sea and the North Pacific, working eastward until juncture with the American operations is effected.

● *U. S. CONCERN VOICED*—This expanded research program was the primary solid accomplishment of the Tokyo conference, but the touchy problem of recent trends in development and depletion of fisheries was faced fairly in the kind of quiet consultation where much can be accomplished. The American section went to the conference well aware of the alarm of the American people at the decline of the Alaska fishery; and of the belief widely held among fishermen that the tremendous increase in the Japanese ocean catch was adversely affecting the Alaska resource, and even that of Canada.

This concern was frankly laid before the three-nation conference at its very first session by Milton E. Brooding, American section chairman, who said in his formal address:

"The people of my country are greatly concerned with the seaward migration of stocks of salmon of North American origin and we are moving as rapidly as possible in the direction of determining the ocean distribution of these stocks. We know they leave our shores after being spawned in our streams, and, we know that an important part of their life cycle is spent in the open sea. Further, we know that these fish are capable of migrating long distances. During the season just passed the United States catch has been extremely poor, with some runs a complete failure. In view of these facts, it must be obvious that our people are greatly concerned about what happens to these salmon during their sea life.

"So it is we come here today, greatly concerned because of the apparent loss of our fish in the open sea. This loss will affect salmon runs to come because without adequate present spawning in our American streams there will be inadequate future stocks to perpetuate the fishery."

● *DEDICATION* to conservation on an international scale was proclaimed at the opening of the Tokyo conference by spokesmen of all three nations, including Japan's highest authority in fishery administration, Ichiro Kono, Minister of Agriculture and Forestry, who declared: "Our fishermen will support your work, for we know we need adequate measures for productive conservation."

Japanese industry joined in this thinking when K. Nakabe, industrial member of the Japanese section, and the head of the largest fishing company in the world, said:

"We are separated by the vast Pacific, but united by our common interest in its waters. Scientific cooperation brings us together in seeking how best to utilize, and at the same time conserve the resources of these waters."

Canada's position was told in the words of George R. Clark, her deputy minister of fisheries and spokesman of the Canadian section:

"This commission has a great and important task to perform—conservation of the fishery resources of the Pacific on the basis of scientific fact, sound management, and sensible use. If over-exploitation takes place, the salmon resource will soon be destroyed, to the detriment of all of us."

● *OCEAN OPERATIONS* — Japan was not in position to announce the extent of its high seas operations for 1956, but spokesmen indicated there would not be an increase in North Pacific operations. Crab and salmon activity in the Okhotsk Sea, west of Kamchatka, is expected to be expanded. Question of the extent and intensity of Japanese operations for 1956, and of their effect upon American and Canadian public opinion and market reaction was faced by the con-

Japanese Delegation—Chief spokesman for the Japanese section was Koh Chiba, seated at the table at the left. In the middle is Kenkichi Nakabe, and then Masao Okai. Behind them are their advisors, including two former commissioners, Koichiro Kobayashi and Kyuhei Suzuki, seated immediately behind Mr. Chiba.

ferees quietly, and with the likelihood of further future discussion.

Strict adherence to treaty commitments marked Japanese fishing operations in 1955. In fact, the Japanese did not fish within 7° of latitude of the area within which they had agreed to abstain from fishing salmon. Their fleets work westward from 178° East longitude, but made all but a nominal percentage of their catch from waters west of Attu beyond the utter extremity of American territory in the Aleutians.

In planning the distributional research for 1956, the Biology and Research Committee set no southern limit, feeling that fishing should prove the southern extremity of salmon occurrence. Also it is to be expected that there will be some overlapping of research fishing at the borders of the areas, as this is counted necessary to adequate coordination of data developed. Thus it is possible that American and Canadian commercial fishing vessels will encounter Japanese research craft fishing for scientific samples in the area of overlap.

Canadian Commissioners — Spokesman of this section was George R. Clark, deputy minister of fisheries. James Cameron is a Pender Harbor fisherman. Robert T. Hager is president of The Canadian Fishing Co. and John M. Buchanan president of British Columbia Packers.

American Advisers—Seated around a conference table, from the left: Robert Kallenberg, Dr. L. A. Walford in the rear, Richard S. Croker, Robert Parker, Milton E. Brooding, John L. Farley, Clinton E. Atkinson and Donald P. Loker. Standing in the left rear, J. Owen Zurhellen, Jr., U. S. Embassy, Tokyo, and Dr. W. F. Thompson.

• *DISPUTES RECONCILED* — Atmosphere of the Tokyo conference was altogether cordial and friendly, entirely free from rancor or wrangling. This is not to say that there were no differences of opinion, but they were resolved amicably, and usually as result of the analysis and suggestions of Mr. Clark, head of the Canadian delegation.

Principal dispute of this sort resolved around a point of procedure touching the status of the Biology and Research Committee. The Japanese section sought interpretation which would permit a national section to refer data direct to the Biology Committee, while the United States section insisted that the committee was a "creature" of the commission, and that only the commission was competent to refer matters to it. As compromised, the American position was sustained, but the right of a national section to call for details and explanations of internationally-exchanged reports through the commission's headquarters was sustained.

• *REAL SPADEWORK* of the Tokyo conference was done by the two standing committees, Finance and Administration, and Biology and Research.

The former, beside developing the commission's budget for 1956, recommended a number of changes in commission rules and administrative practice, in line with proposals by Roy I. Jackson, the commission's new executive director, and Dr. Hiroshi Kasahara, assistant director, and also suggestions made by Milton H. James, former executive director, in his comprehensive analysis of the commission's administrative problems.

The Committee on Finance and Administration was composed of:

United States — John L. Farley, commissioner, and general committee chairman; Donald P. Loker, who succeeded Montgomery Phister as adviser member.

Japan—Masao Okai, commissioner: Shigeru Kida.

Canada—Roger T. Hager, commissioner; George R. Clark.

The biological group met for a full week before the conference proper convened, and frequently in the second week. Personnel of this group, which painstakingly reported and evaluated the research work of 1955, and then planned the program for 1956, was composed of:

United States — John H. Clawson, commissioner; Dr. L. A. Walford; Dr. W. F. Thompson.

Canada—James Cameron, commissioner, and general chairman of the committee; Dr. A. W. H. Needler, convener of the scientists, and Dr. R. E. Foerster.

Japan—Kenkichi Nakabe, commissioner; Dr. Motosaku Fujinaga, Yasumatsu Miyake.

Mr. Clawson succeeded Edward W. Allen as the American Commissioner on this vital committee. For Dr. Walford the two weeks session was particularly demanding as it followed immediately on two others at which he was a delegate. All in Tokyo, these were the Indo-Pacific Fisheries conference, where he was principal American delegate, and the Norpac Oceanographic conference.

• *SCIENTIFIC DETAILS*—In order that the research might be as productive as possible, and its results not impaired by differences of technique or interpretation, a technical sub-committee of Biology and Research recommended uniform methods of interpreting scale readings, standard measurement and sampling practice and a statistical system facilitating the use of data.

North Pacific Chairmen—Edward W. Allen of the United States, left, newly elected chairman of the tripartite commission, with Iwao Fujita of Japan, 1955 president.

Presentation and evaluation of the research work of the current year occupied the Biology Committee almost exclusively for a full week, and obviously cannot here be reported in detail.

Out of it came many conclusions, of which one was particularly notable: that *the use of gillnets in the capture of salmon for tagging yields results of doubtful validity.*

Mortality is so high, and the number of fish which seem likely to survive after tagging so low, that previous failure to recover tagged fish appears explained by the simple fact that virtually all of them died, or were killed.

In addition, gillnets are selective gear, not effective in sampling the population for size.

As result of these conclusions, the Japanese in 1956 will undertake to catch salmon for tagging by means of longline gear fished near the surface.

The American tagging program, while continuing its studies of other forms of gear, and its search for perfected tags, will rely upon a specially constructed purse seine, employing a long lead, as means of capture. This form of gear will be fished west along the Aleutians beyond the American fishery, and into the area of Japanese operations if possible.

For distribution studies, where it is not necessary to take the fish alive, the American research vessels will employ gillnets in a range of mesh sizes designed to give a valid sample.

While the American section gave no indication of the actul contract awards for 1956, there is no reason to believe they will not be handled by the same agencies as in 1955. Thus the distribution research will be conducted by the Fish and Wildlife Service under the immediate supervision of Clinton E. Atkinson, in charge of Pacific research; and the tagging will follow a program prepared by Dr. W. F. Thompson, Director of the Fisheries Research Institute.

• *SCIENTIFIC STUDIES* of the International North Pacific Fisheries Commission are not confined wholly to salmon, and currently include a study of the King crab resource. Progress in this relatively new research problem was considered excellent despite the limited funds available.

Conservation of the King crab resource for some years has been fostered by voluntary restraint on the part of both Japanese and American operators with respect to the *amount* and density of gear operated. This method has been quite successful in prevention of over fishing and destructive competition between the different fleets and different forms of gear.

Continuation of the understandings on an even more effective basis is expected. American members of the Biological committee suggested that the research workers seek data as to the time and area of the King crab moult, as 1955 studies indicated that many female crabs are killed by gear at that time, while the economic yield from soft male crabs is excessively low.

• *LOOKING AHEAD* — The American section showed that it is looking beyond the present and to the problems and responsibilities of the future when Mr. Brooding, as its chairman, proposed that nations concerned with fisheries subject to abstention from fishing by another nation begin forthwith the preparation of the data and reports required by the treaty.

Seeking to show whether these fisheries continue to qualify for abstention, in order that the commission may have all material in hand when it must decide the point in 1958, at the end of the five-year period to which original abstention was bound by the treaty.

Qualification for abstention requires: historical utilization of a fishery; scientific study of it; administration seeking to conserve it in the light of that research; and its utilization to the maximum extent consistent with sustained yield.

The American proposal, with its important implications, follows in full:

"In order to enable this commission to carry out its responsibility for determining whether stocks of fish specified in the Annex (to the treaty) continue to qualify for abstention pursuant to Article III of the convention, the following procedure is proposed: The commission should request each contracting party which is managing, or participating in the management of an abstained stock of fish, to submit to the commission at the 1956 annual meeting a report with supporting data concerning the management of such stock of fish, giving attention particularly to requirements for abstention.

"The commission would then have the opportunity of studying these reports and data, and request and receive any needed supplementary data at the 1957 annual meeting, following which it would study the entire body of information in time to make its determination at the first annual meeting following the anniversary of this commission in 1958."

• *COMMITTEE POWER* — Rising importance of the Biology and Research Committee, and perhaps a tendency to reach for power, was evident at the conference. More and more work, and decisions of utmost importance, fell to it — and it was evident that the Japanese section favored even larger responsibilities for the Biology and Research Committee. On the other hand, with an eminent biologist as executive director of the commission, the Biology and Research Committee gave evidence of uneasiness lest any of its authority be drained away, saying in its report:

"The committee recognizes the potential value of the secretariat in assisting in carrying out agreed programs, in arranging detail of cooperation, in assembling and distributing information and material. It recommends that it (the secretariat) be used to the full, but that *responsibility for recommending a coordinated program of research remain with the committee.*" (Emphasis supplied.)

Two Top Pictures—
Alaskans — Robert Kallenberg, Dillingham, and Clarence Anderson, Juneau.

Halibut and King Crab—H. E. Lokken and Lowell Wakefield.

In its appraisal of 1955 results in the field of racial studies, the Biology and Research said the bio-chemical and physiological studies were "showing promise," and that differences in parasitism were "emerging."

The committee's apparent enthusiasm for oceanographic studies on a grand scale lacked broad reflection in the commission generally. Opinion of the American section's advisory committee seemed to be that oceanographic research necessarily was a long range project, very expensive for the immediate results which might be reasonably expected.

● *WHO WAS THERE* — The Canadian section of the commission was composed of George R. Clark, deputy minister of fisheries; John M. Buchanan, president of British Columbia Packers, Ltd.; Roger T. Hager, president of The Canadian Fishing Co.; and James Cameron, fisherman. It had as its advisers Drs. A. W. Needler and R. E. Foerster, J. W. MacNaught and John Halstead.

Two Middle Photos—
Distribution researchers, Clinton Atkinson and Frank Fukuhara of the FAWS.

More Alaskans — Larry Fitzpatrick, Ketchikan, and Commissioner John H. Clawson, Anchorage.

Members of the Japanese section were: Iawo Fujita, chairman of the commission; Koh Ciba, section spokesman; Masao Okai, and Kenkichi Nakabe. Its advisers included: Kyuhei Suzuki, Koichiro Kobayashi, Sakari Masuda, Dr. Motosaku Fujinaga, Harumi Takeuchi, Shigeru Kida, Shinichi Watari, Kenzo Kawakami, Yasumatsu Miyake, Wataru Miyakawa, Hiroshi Ohki, Tomonari Matsushita, Yoshimi Hirano, Tatsuro Kubo, Sakae Sato, Seizo Sano, Kisaburo Taguchi, Yasuo Haraguchi and Hiroshi Tominaga.

The American section of the commission, Milton E. Brooding, chairman; Edward W. Allen, John L. Farley and John H. Clawson, commissioners, met daily with its advisers for discussion, analysis and preparation of position. The American advisory group, working under the chairmanship of Harold E. Lokken, manager, Fishing Vessel Owners Association, Seattle, included:

C. L. Anderson, director, Alaska Department of Fisheries, Juneau; Clinton E. Atkinson, U. S. Fish and Wildlife Service, Seattle; Richard S. Croker, California Department of Fish and Game; Larry Fitzpatrick, fisherman, Ketchikan; Francis M. Fukuhara, USFAWS, Seattle; DeWitt Gilbert, editor, *Pacific Fisherman*, Seattle; William C. Herrington, Department of State, Washington, D. C.; Robert C. Kallenberg, fisherman and member of the Alaska Fisheries Board, Dillingham, Alaska; Donald P. Loker, Star-Kist Foods, Inc., Terminal Island, Calif.; Robert Parker, chief biologist, Alaska Department of Fisheries, Juneau; T. F. Sandoz, president, Columbia River Packers Association, Astoria; Dr. William F. Thompson, Fisheries Research Institute, Seattle; Lowell Wakefield, Wakefield's Deep Sea Trawlers, Inc., Seattle; Dr. L. A. Walford, chief of fishery biology, USFAWS, Washington, D. C.; J. Owen Zurhellen, Jr., U. S. Embassy, Tokyo.

Americans at Tokyo

Two Lower Photos—
Edward W. Allen, the commission's next president, and Donald P. Loker of Star-Kist Foods.

T. F. Sandoz, Columbia River Packers Assn., and Commissioner John L. Farley, director, U.S. FAWS.

● *ALLEN IS CHAIRMAN* — The commission chose Edward W. Allen of the United States as its chairman for 1956; and selected Seattle as the place of the next conference, which will convene Nov. 12, 1956. The plenary conference will be preceded by meetings of the Biology and Research Committee, beginning Nov. 5; and Finance and Administration Committee, beginning Nov. 8.

Following the practice of rotating offices between the national sections, George R. Clark of Canada was elected vice chairman, and Iwao Fujita of Japan secretary.

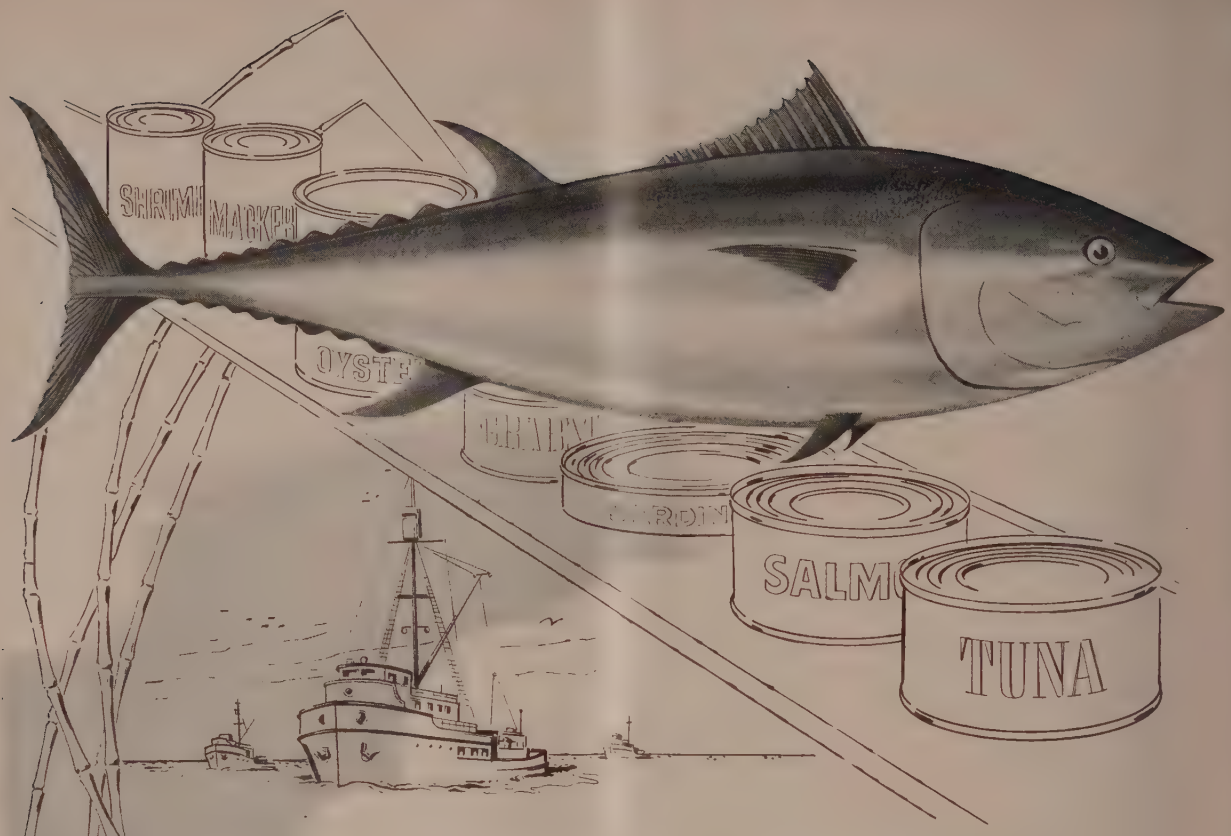
High Seas Proposals Reviewed at Washington

● Federal and state officials and fishery representatives from both Atlantic and Pacific coasts met in mid-October at Washington, D.C., to discuss draft articles submitted by the International Law Commission, in accordance with a resolution of the General Assembly of the United Nations, dealing with control of the high-seas fisheries, extent of territorial waters and related subjects.

From Seattle were Edward W. Allen, chairman of the fisheries and territorial waters group of the International and Comparative Law section of the American Bar Association, and Robert J. Schoettler, State Director of Fisheries, representing that department and the Pacific Marine Fisheries Commission. Southern California was represented by Dr. Wilbert M. Chapman of the American Tunaboat Association, San Diego.

Weather Hampers Work Of Prospecting Vessel

The U. S. Fish and Wildlife Service vessel *John N. Cobb* spent the latter part of October prospecting for shrimp off the Washington Coast. The work was reported to be hampered by a series of S. E. blows which slowed the survey.



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Sardine Fishing Begins In San Pedro District

Sardine fishing out of San Pedro was resumed on a small scale Sunday night, Nov. 6, and was accelerated next day when many more boats left port.

As of November 11, two nights of fishing sardines had produced 8,000 tons for the San Pedro fleet. About 120 boats were in the fleet. A 30,000 ton aggregate quota of sardines for the Los Angeles-Long Beach canneries for a dark of approximately 20 days was part of the agreement between canners, boat owners and unions.

Price? $47.50 per ton at the beginning of the long-delayed season (ordinarily, fishing would have started with the October dark). Each cannery, it was understood, would have its own "limit"; and when that limit was reached—depending on the productivity of the season—the price would be lowered to $40 a ton. In other words, if sardines were abundant during the November dark, and when each canner's quota or limit was reached, then the price per ton would drop.

However, there were indications that boat owners and crews were taking another look at this working arrangement, and that sardine fishing might again be halted pending further negotiations.

Monterey Bay Canneries Get Southern Sardines

Over 9,000 tons of sardines from the southern area were delivered in October to five Monterey canneries and the Santa Cruz Canning Co. plant at Moss Landing. San Francisco canneries took about 400 tons.

Usual catches since sardine fishing started Oct. 4 have been from 300 to 600 tons per day, with boats on limit according to cannery capacity. The fish are shipped north by truck and in chilled brine tanks on boats.

Tuna Canning Resumed After Two Months' Strike

• *PROCESSING* of tuna by San Pedro and San Diego canneries was resumed early in November, following termination of two strikes by different unions — one by the A F L cannery workers, affecting the plants in the Los Angeles-Long Beach area; the other by the A F L cannery engineers, which had closed the Van Camp plant in San Diego. The canneries had been shut down for nearly two months.

Westgate-California Tuna Packing Co. was the only tuna packer to resume operations in late October, after a temporary shutdown due to threat of picketing by the San Pedro cannery workers.

Although the Los Angeles-Long Beach operators had not officially signed the new contracts with the cannery workers as this issue of *Pacific Fisherman* closed, packing was being resumed with a 5c hourly increase for the workers. The union had demanded an increase of 15c an hour, with various welfare benefits.

Fire Destroys Meredith Fish Company's Plant

The plant of the Meredith Fish Co., Sacramento, Calif., was completely destroyed by fire of undetermined origin in mid-October.

The loss, at least $150,000, according to Lloyd Turnacliff, general manager, was completely covered by insurance, and business was conducted, as much as possible, as usual. A week after the fire a full crew was in operation at the plant, getting out the orders.

Mr. Turnacliff said a most modern and up-to-date plant will be built on the site, and should be in operation within the next three months. The capacity of the freezers in the new plant will be increased by 25%.

Calif. Production of Mackerel, Anchovies, Etc.

California fish canneries during September received 763 tons of Pacific mackerel, and packed 10,730 cases in 1-lb. talls.

In addition, 224 tons of jack mackerel were packed in 5,645 cases of 1-lb. talls; 312 tons of anchovies made 2,814 cases of 1-lb. ovals, 64,892 cases of talls, and 800 of 5-oz. 100's. Squid figured in the California pack, 540 tons, producing 12,550 cases of 1-lb. ovals and 15,144 of talls.

Most canneries in Southern California were inactive during September because of the strike of cannery workers at San Pedro and a strike of operating engineers at San Diego.

Southern Calif. Assn. Appoints Committees

Bart Ghio, new executive secretary of the Southern California Fisheries Association, announces the following membership of the standing committees of the group, composed of fish, and seafood, brokers and wholesalers:

John DiMassa heads the reception committee, assisted by Dave Mays, Al Nott, F. Sameto and Dave Wood. Joe Sulentor, former president of the association, is chairman of the membership committee, with Aldo Casaretto, Lou Johnston, Ray Lemoi and Ed Schultz. Publicity and advertising has Warren Sheedy as chairman, assisted by Bill Clary, George Doizaki, Robert Sloan and George Torriey. A special by-laws committee has also been appointed, headed by Miles Reinke, working with Jack Bray, Elmo Jack, Al Lantz and Carl Rossin. Mr. Ghio serves as ex-oficio member of all committees.

C. J. Sebastian Suffers Heart Attack

C. J. Sebastian, head of the Sebastian-Stuart Fish Co., Seattle, was hospitalized in early November as result of a slight heart attack. At last report he was making good progress toward recovery.

California Canned Tuna Pack — September, 1955

(In cases of 48 cans, except as indicated)

White Meat	Solid Pack	Standard Pack	Chunks	Grated, Flakes	Dark & Light	*Misc.	Total
1 lb.	33	...	...	...	...	...	33
½ lb.	42,819	340	1,137	18,432	...	...	62,728
¼ lb.	8,092			...	...	...	8,092
½ lb.	...					76	76
TOTAL in ½ lbs.							**66,916**
Light Meat							
4 lbs. (12s)	35		295	...	...	...	330
1 lb.	33	...	...	111	...	...	144
½ lb.	36,361	17,389	87,009	22,700	768	...	164,227
¼ lb.	888		5,095	...	...	...	5,983
TOTAL in ½ lbs.	...	...	...	...	...	...	**168,165**
TOTALS	**88,261**	**17,729**	**93,535**	**41,243**	**768**	**76**	**†235,081**

*Tuna specialty products, converted to ½ lbs.
†Total case pack converted to ½ lbs.

U. S. Service Slaps a Ceiling On Fishing Effort in Alaska

● Broad, fundamental proposals of the U.S. Fish and Wildlife Service, announced at the recent hearings on Alaska regulations for 1956 by Arnie Suomela, assistant director of the Service, and Donald McKernan, Alaska fisheries administrator, are, in brief, as follows:

(1) To continue for another year, at least, the present curtailment program in Southeast Alaska and Bristol Bay, on substantially the same basis as in 1954-55;

(2) To "put a ceiling" on over-all salmon-fishing effort in Alaska, at approximately the level of the last five years;

(3) To hold in check the transfer of salmon gear between districts where it results in undue concentration in certain overfished areas;

(4) To prevent employment in specific localities, under existing conditions, of types of salmon gear not previously used there, and in general of innovations or "gimmicks" which tend to circumvent conservation measures:

(5) To step-up the enforcement program and, notably, to increase the force of stream guards;

(6) To prevent development by American fishermen of any salmon fishery (except by trolling) outside of territorial waters: this being based on the position of the U.S. section of the International North Pacific Fisheries Commission and, in general, on recommendations of fishermen and processors.

The hearings were conducted by Mr. McKernan, assisted at the final meetings in Seattle by Mr. Suomela; Seton Thompson, chief of the Alaska branch of the Service; Howard Baltzo and John T. Gharrett, assistant administrators; Dr. William Royce, recently appointed in charge of research, and other members of the scientific staff, which now works under Mr. McKernan's direction. John L. Farley, director of the Service, was unable to be present, being then en route to the Tokyo meeting of the North Pacific commission, of which he is a member.

● The increased responsibility placed upon the administration in Alaska was made abundantly evident, as was the closer integration between *management* and *research*. The Service was well fortified with scientific data, with the declared policy of basing regulation, as far as possible, on the findings of both the Service's biological staff and the Fisheries Research Institute of the University of Washington; and of scrutinizing more closely than ever the results of regulatory methods, with a view to their improvement.

Aside from the points above mentioned, control of predators was strongly urged from many quarters by fishermen and packers, and the Service showed a lively interest in this matter. Mr. McKernan said the extent of predation, nature of the predators, and possible methods of control, are being actively studied by both the Service and the Fisheries Research Institute, and definite results from these studies are expected before long.

A good many details of proposals for various districts met with objection, and there was considerable argument among different elements of the industry; but most of the basic ideas advanced by the Service met with general approval—especially the stronger enforcement program and greater emphasis on research. The latter, indeed, was highly approved, with a demand for more generous financial support.

Secretary McKay's recent endorsement of the trap-elimination bill came in for incidental discussion. W. C. Arnold, managing director of the Alaska Salmon Industry, Inc., pointed out that, under the bill as it now stands, any traps voluntarily closed in 1956 would be closed permanently. He therefore felt that, although the current curtailment program has much merit, the industry should withdraw its cooperation in it—notwithstanding the Service's promise to seek modification of the bill and adjustment of the regulations to meet this difficulty.

● *GEAR LIMITATION*—The proposal to limit fishing effort, through the authority recently proclaimed by the Service's legal counsel to license and restrict numbers of boats or units of gear, is still regarded as somewhat tentative. However, it is strongly felt that, if the salmon fishery is to be preserved, no increase of gear in Alaska must be permitted; and the Service is proceeding to tabulate all boats and units of gear licensed in the last five years, proposing to permit none to operate except those that have fished in at least one of those years.

Licensing for specific areas throughout Alaska also is under consideration, but would involve many difficulties in equitable application, and the idea will require much further study and consultation.

● *CENTRAL ALASKA "TRIANGLE"* — Licensing by areas was

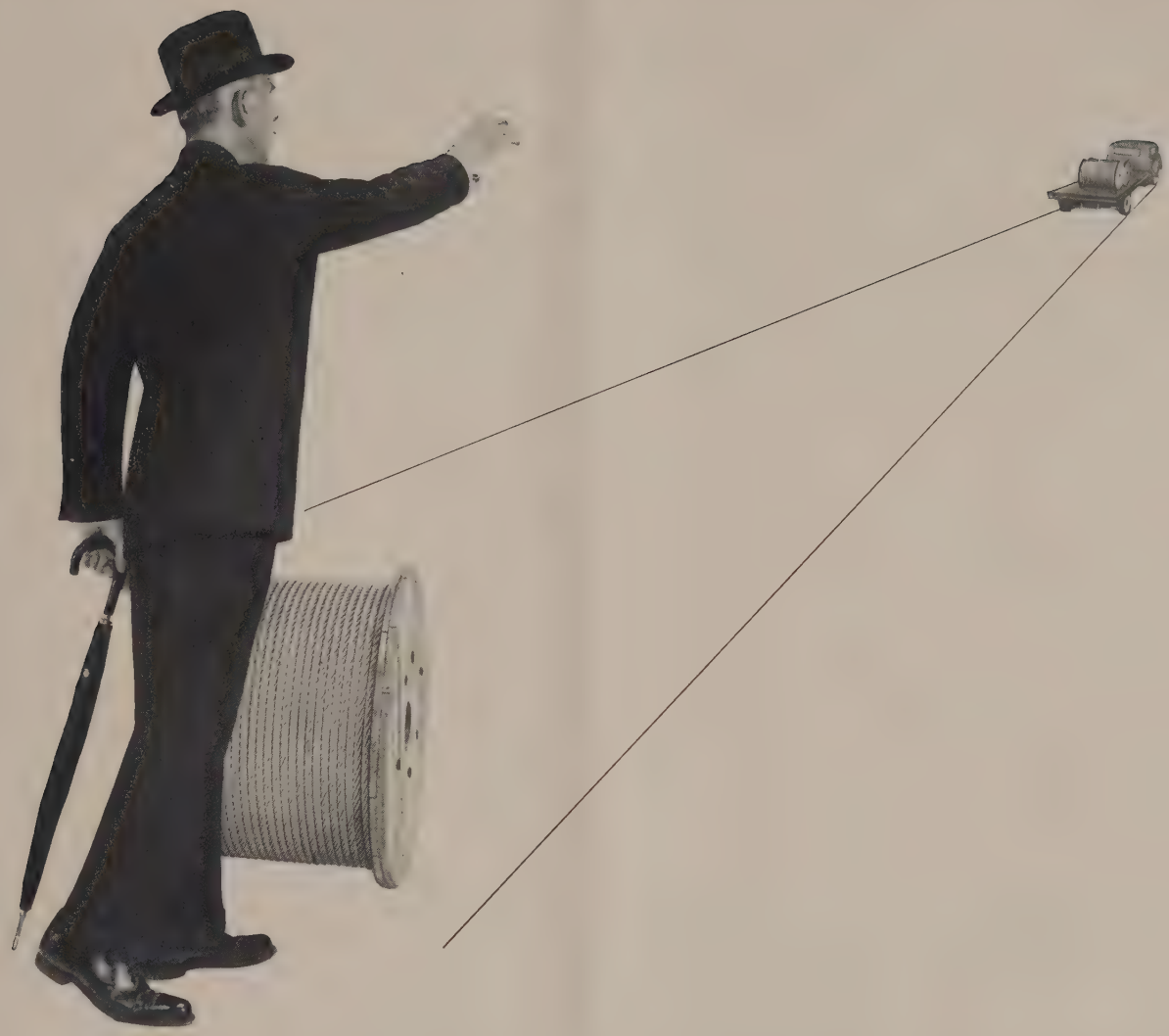
Ocean Fishing Restrictions Proposed by Biologists

● Next meeting of the tri-state Pacific Marine Fisheries Commission will be held in Seattle, Dec. 5, 6 and 7. As this issue closed, it was expected that proposals for sharp curtailment of the ocean trolling season for Chinook salmon and establishment of spring catch limits for petrale sole would be among various important matters to be considered.

These proposals, advanced somewhat tentatively by state biologists of Oregon and Washington, were placed before the Oregon Fish Commission at a meeting Oct. 11. As then projected, the curtailment of trolling would cut off a month at each end of the present season, making it run from April 15 to Sept. 30: the main purpose being to give increased protection to the fall run of Columbia River Chinooks. Trolling for Silvers (season June 15-Oct. 31), it was said would not be affected.

The petrale restriction, desired especially by Washington fishermen to protect spawning grounds off Vancouver Island (notably that of the "Estevan Deep", as originally proposed, would limit catches, between Jan. 15 and April 15, to 8,000 lbs. per trip for Washington trawlers and 15,000 lbs. for Oregon boats.

Cooperation of Canada, and probably of Alaska, would evidently be necessary to make the trolling restriction effective.



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proposed, however, for the Cordova-Kodiak-Cook Inlet "triangle", where transfer of gear between areas has created a serious and widely-recognized problem. The Service tentatively proposes to meet this by permitting only boats used there in at least one of the last three years of fishing (1951-52-53 on Prince William Sound), and limiting each such boat to only one of these districts, which the operator must choose in advance. This, however, would not prevent them from fishing in other areas outside the "triangle". For this purpose Copper River and Prince William Sound would be treated as a unit. It appeared that adoption of this plan would require further hearings in Alaska.

Basically this proposal was approved by the industry, though strong objection was made to some details which, indeed, were advanced quite tentatively. Objection was also voiced on behalf of local residents, on the ground that the plan would discriminate against small independent fishermen.

● *BRISTOL BAY PROBLEMS*—Bristol Bay, the Service holds, presents the most serious situation in Alaska, calling for a long-term process of rehabilitation. Previous attempts at gear restriction on an equitable basis have encountered great difficulty and, in an effort to solve this problem, it was suggested that a committee representing canneries, freezerships, and resident and non-resident fishermen endeavor to work out a practical plan. Such a committee is now at work.

Stricter control of transfer of gear between districts is being considered: the industry suggesting an increase from 48 to 72 hours in the "declaration period" before moving boats from one district to another.

Both packers and fishermen objected to the present boundaries of fishing areas, notably the "no man's land" off Middle Bluff, on the ground that the fishery should be in the "mixing zone" rather than the segregated racial areas at the mouths of rivers. At the request of fishermen, a practical way of marking the "deadlines" in the channels is being sought.

● *SOUTHEASTERN ALASKA*—Though mildly optimistic for the 1956 Pink run, the Service is convinced that the curtailment program of the last two years, with many traps shut down and many waters closed to seining, should continue another year—probably two. The intention is, accordingly, to retain the principal features of the 1955 regulations (with which the Alaska fishermen, in general, appeared fairly well satisfied), with minor local readjustments where warranted.

In addition, in view of the increase in gillnetting, it is proposed to cut the depth of gillnets to 3 fathoms, and limit the weekly fishing time in the Stikine district to three days: also to bar gillnets from any localities where they have not previously been used.

Some objection was made to continuing the gear-curtailment program, though most operators agreed to the need of it. Packers and fishermen of the West Prince of Wales district, however, made a strong plea for a later season in that section, which some held should be open to Sept. 4. A suggestion was offered, also, that the Icy Strait season should be later, and that more bays in that district be closed. Several fishermen protested the rule against drum-seining in Southeast Alaska, but the Service is maintaining a firm position against such innovations.

● *HERRING EXPERIMENTS*—To get more light on herring problems—effects of different levels of fishing effort, causes of fluctuations in abundance, etc.—the Service is proposing an experimental program extending over several years, involving, for the present:

(1) Continued complete closure of waters frequented by the Juneau district population;

(2) Light fishing elsewhere in Southeast Alaska, with a quota for reduction of 100,000 to 140,000 bbls.: half to be taken in the Sitka area (Cape Ommaney to Cape Bingham) and half in waters frequented by the Craig-Ketchikan population;

(3) Heavy fishing on Prince William Sound (unrestricted in 1956);

(4) Light and heavy fishing in alternate years in the Kodiak area (reopening in 1956).

It is proposed to split the Sitka-district season, licensing only four boats until the first 25,000 bbls. are taken, then four others for the later season; these boats being free to fish elsewhere in Southeast Alaska when not working the Sitka district.

First of all, Mr. McKernan said, it is desired to enlist the cooperation of all interested groups.

Southeast Alaska reduction operators and fishermen, however, asked that the unit of measurement for herring be changed from *barrels* to *tons*, and urged a quota of 25,000 tons (200,000 bbls.) for that area.

The Sitka trollers, for whom Mrs. Myrth Sarvela was the principal speaker, as well as bait fishermen and some others, argued for at least a temporary suspension of the reduction fishery, mainly on the ground that all herring are needed as food for salmon—although the Service held that fluctuations in troll catches show little or no relation to herring operations.

● *CRAB REGULATIONS*—as to which the Service had no specific proposals—were discussed by Lowell Wakefield of Wakefield's Deep Sea Trawlers, who declared the King crab fishery is still largely exploratory and experimental, and that therefore, for the present, there should be no discrimination between pot and trawl fishing—though he agreed with the outlawing of tanglenets and obvious abuses in general, and was hopeful that rules against destructive methods would soon be applied to the offshore fishery, by treaty or otherwise.

He voiced objection to the present closure or prohibition of trawling in some sections of the Peninsula and Cook Inlet areas. On the other hand, resident fishermen of the Peninsula, represented by Claud Hotovitsky, desired that trawling be prohibited in some bays of that area.

Preliminary Figures For Fraser River Sockeyes

Canadian fishermen accounted for about 52% of the Sockeye salmon catch in the Fraser River fishery during the past season, out of total landings of approximately 2,102,000 fish.

Following are comparisons of the numbers of Sockeye taken by Canadian and U. S. fishermen, and the estimated packs for the cycle years 1955, 1951 and 1947. The estimated pack is based on an average of about 11.7 fish per case as compared with 9.6 fish per case for the 1951 cycle. (Figures from International Pacific Salmon Fisheries Commission):

1955	United States	Canada	Total
Total Landings*	1,007,000	1,095,000	2,102,000
Share in Fish	47.91	52.09	
Total Pack*	86,200	93,800	180,000
Share in Pack	47.89	52.11	
1951			
Total Landings	1,136,791	1,288,162	2,424,953
Share in Fish	46.88	53.12	
Total Pack	118,151	134,400	252,551
Share in Pack	46.78	53.22	
1947			
Total Landings	88,219	355,035	443,254
Share in Fish	19.90	80.10	
Total Pack	6,760	29,170	35,930
Share in Pack	18.81	81.19	

* Preliminary figures, subject to minor readjustment.

At the Santa Barbara meeting of Region IV, National Fisheries Institute—(Standing, left to right) Francis W. Taylor, N F I president; Jack Karabonik, Freeman Certi-Fresh; Mario Castagnola, Geo. V. Castagnola Co.; Al Levy, Washington Fish & Oyster Co. of Calif., N F I vice-president for Region IV; Anthony Cigliano, Zankich Fish Co.; (front row) Jack Urban, general mgr. Los Angeles Cold Storage Co.; A. E. McClanahan, cold storage supt., Union Ice & Cold Storage Co., Los Angeles; George A. Portello, sales mgr., National Ice & Cold Storage, San Francisco; S. J. DeLuca, State Fish Co.; Aldo Casaretto, Koulouris & Casaretto; Jack Williamson, Fortune Fisheries; (Insert, upper left) Jack Willis, Crest Importing Co., San Diego, importers of Mexican West Coast shrimp.

NFI Regional Meetings Receive Much Attention

● Regional organizations of the National Fisheries Institute throughout the country were holding meetings during October, all of them distinguished by the presence of National President Francis W. Taylor and Charles E. Jackson, general manager. Among the most interesting of these gatherings were those of Region IV, at Santa Barbara, Calif., and Region V, at Seattle.

Region IV is headed by Al Levy of the Washington Fish & Oyster Co., San Francisco. Among those in attendance at Santa Barbara were Neil Taylor of Norfish Sales Co., San Francisco, a director of the national body; Victor Elliott of Shrimp Processors, also an N. F. I. director; Joe Camillo, seafood broker, San Diego; Aldo Casaretto of Koulouris & Casaretto; Ed Amende of Amende & Schultz; Jack Urban, Los Angeles Ice & Cold Storage Co.; William Moseley and George V. Castagnola, Santa Barbara Frozen Foods; Jack Williamson, Fortune Fisheries; Miles Reinke, Reinke & Amende; Joe Cranic, Marine Products Co.; Lionel Shatz, Paladini Sea Food Co., San Francisco; Joe Karabonic and Bud Bristol, Freeman Certi-Fresh.

N. F. I. Treasurer Lloyd Turnacliff of the Meredith Fish Co., Sacramento, was unable to attend, having just lost his plant in a fire.

The meeting continued over a three-day period, being featured by a golf tournament, a barbecue, and ending with a panel discussion. The latter was conducted by Al Levy, assisted by Messrs. Francis Taylor and Jackson. The barbecue, which featured marinated shrimp, was "no-host"; the arrangements being handled by George Castagnola. As prizes for the golf tournament, Los Angeles Motor Freight donated a golf cart; Merchants Ice & Cold Storage, San Francisco, a dozen golf balls, and National Ice & Cold Storage, San Francisco, a putter.

At the panel, the members showed particular interest in the various projects which are being financed by Saltonstall-Kennedy funds.

During the meeting, Ed Amende announced the birth of a daughter to his son's wife, which he celebrated by passing cigars to all members present.

THE SEATTLE MEETING of Region V, which includes Washington, Oregon, Idaho, Montana and Wyoming, took place a little later in the

Charles Jackson, N F I general manager, is seated at right, with Al Levy of Washington Fish & Oyster Co. appearing across the table, and George V. Castagnola, Santa Barbara wholesale-retail fish dealer and fleet operator standing in rear. Seated at left is William Moseley, Santa Barbara Frozen Foods; standing behind him, Louis Beverino, veteran importer of Mexican West Coast shrimp and now general manager of the San Kenteen Corp., Beverly Hills, Calif.

month, and resulted in concrete steps toward improvement of quality in fishery products.

The meeting was well attended, with 48 members present, coming from all over Washington, and some from Idaho and from Astoria and Eugene, Ore. A luncheon was featured by hot Pacific oysters donated by the Pacific Coast Oyster Growers Association, with Charlie Pollock, its secretary, supervising their preparation.

At this meeting the proceedings were led by John W. McCallum of the McCallum-Legaz Fish Co., Seattle, regional vice-president, assisted by Mr. Taylor and Mr. Jackson; while the specific discussion of quality was headed by E. A. Ruthford of the San Juan Fishing & Packing Co., chairman of N. F. I.'s national quality committee.

As a result of action taken, quality problems of the industry in this region are being studied in collaboration with the Fisheries School of the University of Washington.

Larger U. S. Pink Catch Makes Canadians Unhappy

British Columbia fishermen and packers chafed impatiently as they were restrained from harvesting the Fraser River's Pink salmon run in September, while Americans continued active in Puget Sound.

The Canadians were unhappy over the fact that, owing partly to being forced into idleness during a four-weeks closure—Sept. 15 to Oct. 10—in Canadian waters to permit adequate escapement, their total Pink catch in the Fraser area was less than 4,000,000 fish—while the Americans during that time caught an estimated 750,000, bringing their season's total to more than 5,250,000.

Some Canadians felt that the Pink fishery of the Fraser should be considered an international resource and that, in conservation measures affecting it, there should be voluntary, if not compulsory, co-operation. On the other hand, it is pointed out that there were some restrictions to American fishing during the period; but the Canadians claim they were not adequate and certainly not comparable to those imposed in Canadian waters.

● This year's experience impressed Canadians more than ever with the desirability of an international treaty affecting Pinks, similar to the one now covering the Fraser River Sockeye fishery.

They might have been inclined to take a milder view of the Pink situation had the entire salmon season been more rewarding. The big disappointment, of course, was the Sockeye run, but equally unfavorable was the return on Chums. Generally speaking, Cohoes, Pinks and Springs were in good supply: but Chums had been expected to compensate to some extent for the losses on Sockeye, and the Chum run failed dismally.

By mid-October British Columbia had packed only 122,102 cases of Chums, compared with 521,695 cases at corresponding date in 1954 and 329,447 in 1953, and the traditional seasonal average is over 400,000 cases.

The prospect became so grim that, on Oct. 13, Chief Supervisor A. J. Whitmore closed all salmon net fishing in District 3 (Vancouver Island and adjacent mainland), where the total catch was then less than half that of same date of the cycle-year 1951. Based on past records, the peak of Chum runs in "outside" waters of District 3 had passed.

Mr. Whitmore reported practically no Chums above the District 3 fishing boundaries; the fish necessary for an adequate spawning being still in the commercial fishing areas. The Chum situation in District 3 generally parallels that in District 2, where the run was approximately one-third of normal.

Two small late Chum runs—in Nimpkish River and Sattellite Channel, were due in November, and provision was made for resumption of net operations there Nov. 6 if the runs appear. District 1, including Fraser River, Howe Sound and Burrard Inlet, continued open, but conditions there were to be reviewed each week with the prospect of further restrictions.

At Oct. 15 the total salmon pack in British Columbia stood at 1,401,960 cases of all species, considered a fair over-all average. The Sockeye pack was less than 245,000 cases, the lowest since 1943, and in sharp contrast to the big returns in 1954 when nearly 670,000 cases had been canned at corresponding date.

The Coho pack at that date was the best since 1951—174,003 cases—and Springs were also comparatively plentiful. The big pack of Pinks—nearly 831,000 cases—the best since 1930's record-smashing 1,000,000 cases. The only complaint regarding Pinks, as mentioned above, was that the Canadians didn't get their proper share from the Fraser River run.

Committee Is Considering Pink Salmon Treaty

● To aid in defining the United States position in regard to the proposed U.S.-Canadian treaty for the cooperative study and ultimate preservation of the Fraser River-Puget Sound Pink salmon resource, as to which Canada has approached the U.S. State Department, a committee representing all interested groups in the state of Washington met with Governor Arthur Langlie and Robert J. Schoettler, State Director of Fisheries, in the Governor's office at Olympia Oct. 27.

Immediate purpose of this first meeting was to organize and define the problem, the essence of which is whether or not the people of this state desire such a treaty; and if so, what kind of a treaty would be most desirable?

It was agreed that the answer would require intensive and organized consideration, and with this in view arrangements were made to name a number of sub-committees from the membership, to work on various specific aspects of the question; and these committees are expected to bring in preliminary reports at a second meeting, to be held in December.

● Membership of the Pink Salmon Advisory Committee includes the following:

Matt Svorinich, Purse Seine Vessel Owners Association; A. T. Lee, Northwest Fisheries Association; Ned Krilich, State Sportsmen's Council; Ted Nakkerud, Sailors Union of the Pacific; Carl Nelson, Puget Sound Gillnetters Association; John S. Wilkinson, Puget Sound Salmon Canners Association; Joseph F. Jurich, International Longshoremen's & Warehousemen's Union; Dr. Richard Van Cleve, University of Washington, School of Fisheries; Jack F. Repanich, Puget Sound Fishing & Canning Industry; Senator Ted Peterson and Representative Chet King, State Legislature; N. James, Lummi Indian Tribal Council; Jerry Anderson, Washington Reef Net Owners Association; Harry J. McCool, Fishermen's Cooperative Association, and DeWitt Gilbert, editor of *Pacific Fisherman*.

PACIFIC Fisherman's NEWS

DECEMBER
1955

Research Fishing Seeks Ocean Distribution and Salmon Migration Facts

● Research fishing all the way across the Pacific will seek in 1956 to develop facts as to the distribution and migration patterns of American and Asiatic salmon populations in the ocean.

This was decided upon at the Tokyo meeting of the International North Pacific Fisheries Commission in November, where such knowledge was regarded as essential to more effective conservation of the salmon resource on the high seas.

Fishing to determine distribution and to tag fish for migration studies will be pursued by Canadian, American and Japanese research vessels. The Canadians will work from the British Columbia coast; the American vessels westward beyond the 175° west abstention line, and in eastern Bering Sea. The Japanese vessels will work western Bering Sea, and eastward across the Pacific until they overlap the area of American investigations.

Thus it may be expected that American fishermen late next spring will encounter Japanese research vessels fishing under projects sponsored by INPAC.

The American section of the international commission and its advisers studied carefully the situation arising from the great salmon catch of the Japanese fleet this year; and there were informal discussions of the matter with the Japanese and Canadians as well.

Spokesmen of the Japanese industry indicated that there would be no increase in the numbers of vessels operating in the North Pacific area in 1956, although larger operations in the Okhotsk Sea, west of Kamchatka, was to be anticipated. The Japanese industry also showed itself sensitive to the reaction of American and Canadian fishermen to the 1955 coincidence of large increase in the Japanese catch with decline and failure in the runs to North American coastal waters.

Americans attending the Tokyo meeting were convinced that the Japanese operations were conducted strictly in accord with the provisions of the INPAC treaty. Moreover, that there was no fishing by Japanese within 7° of the abstention line; and that the great majority of the 50-plus million salmon taken by the Japanese in the high seas operations in the North Pacific came from waters quite close to the Asian mainland.

It is apparent that a good deal of misconception exists as to the Japanese salmon catch of 1955 and where it was

(Continued on Page 23)

Seattle Tuna Skipper Dies at San Diego

Louis Peterson, managing owner of the tuna clipper *Cape Falcon*, fishing out of San Diego, died in that city Oct. 10 of a heart attack. He was 55, a native of Norway. He was buried at Seattle, which had been his home since 1920. For a number of years he engaged in herring fishing in Alaskan waters, later going into the sardine fishery and more recently joining the California tuna fleet.

Fish Carrier Lost

The 74′ fish carrier *Joseph Balestrieri II*, Seattle-bound with a load of fish from Cordova, sank Oct. 11 on Milbank Sound, between Vancouver and Queen Charlotte islands, after striking a log or a derelict. The crew — Rudy Cloudman, skipper; his brother Dick, and Scott Armstrong, engineer — in a skiff with only one rowlock, were blown 45 miles in heavy seas, landing on a small island, and were taken off by a tug and carried by plane to Ocean Falls, B. C.

LONG TIE-UP OF TUNA FLEET BY STRIKE ENDS

Tuna, long held in the refrigerated tanks and holds of Southern California's bait boat and purse seining fleet, was being unloaded in early November, on termination of the strikes of cannery workers and engineers, as the canneries resumed operations after a two-months' halt in processing.

End of the strike, however, brought no solution to the main problem of the fishermen, who are as hard-pressed as ever by the competition of imported frozen tuna.

Only three purse seiners were fishing tuna as November began its second week: *Anthony M, California* and *American Venture*. Approximately 25 bait boats were at sea at the time.

Estimated tonnage of tuna held in the fishing vessels and in the refrigerated "motherships" like the *Alaska Reefer* ran as high as 35,000 tons. Most of the bait boats were, of course, docked at San Diego.

Tuna canned in Southern California from Jan. 1 through Oct. 31 had fallen about 38,000 tons below the tonnage of the corresponding period of 1954. Of the 131,459 tons processed in this period, more than 40,000 tons were imported frozen tuna.

As the second week of November opened, the only seine boats leaving port for the tuna grounds were manned by AFL crews, as the CIO union was balking at the reduction in price offered by the canners, although it had been accepted by the vessel owners.

Storm Damage at Sitka

A late-October storm, with winds up to 60 mph., caused loss of the seine boat *Starlight* and a spectacular fire in the Sitka Cold Storage Co.'s plant. The latter, caused by a short circuit when wind whipped the wires together, did no damage except to the wiring.

The *Starlight*, owned by Louis Simpson, skipper, and Chas. Littlefield, anchored at Golf Island near Biorka, was blown ashore and sunk.

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Eureka Yards Busy With Boat Repairs

A number of Humboldt Bay and Crescent City fishing craft were up for repairs in August at Eureka boat yards.

At Gillette Marine Ways were the *Washington,* troller owned by Harold Stewart of Eureka, for a repaint job; Roy Hasbrouck's *Sundown,* for copper paint; the big dragger *Dennis Gayle,* owned by Hunter and Foland, for general repairs and bottom paint; Roy Karnowsky's *Snow White,* for sandblasting and paint; Guy Chappelle's *Margie R.,* for painting; Carl Nord's *Robin,* for copper paint; Robert Hamblock's *Tokiwa,* for a wheel change; the *Lulu,* owned by Arthur Hawkins of Crescent City, for general overhaul and painting.

Boats going into the Graham Boat Basin included the *Pisces,* operating for the Snider Fish Co., and the *Besser,* Eureka salmon troller, for a paint job.

L. Mello's "Billy Boy" Is Versatile Boat

Billy Boy is a versatile boat out of Newport Beach, Calif., fishing commercially during the winter and hauling bait for sportfishing boats out of Norm's Landing during the summer months.

Billy Boy is propelled by a D-13000 "Cat" engine and is 48x16'. A new Michigan wheel was installed during the past summer, and there's a Fairbanks-Morse auxiliary.

Louie Mello is the skipper and a member of the "fishing Mello" family of the southern port.

* * *

The *New Roma,* out of Monterey, has been equipped with Lindwall twin gurdies for working anchovy lampara nets.

* * *

A DE-112 recording Fathometer has gone aboard the *Harold A,* Newport Beach, owned by Alex Kuntz. The installation was made by Nautical Radio.

* * *

Henry C. Elliott of Elliotts Point, Wash., well-known fisherman of the Columbia River-Willapa Harbor district, died suddenly in mid-October on his boat, while fishing at the mouth of the Naselle River. He had fished in the Cordova and Cook Inlet districts during the summer, as for several years past.

Jig Boat Wrecked

A San Diego family, fishing Albacore aboard the *Tucson,* out of San Diego, was saved by a Coast Guard patrol boat when the jig boat went aground on North Island, San Diego. Mr. and Mrs. Roger Davies and their two children were aboard.

Eureka Boat Raided

Burglars raided Paul Pellegrini's fishing boat *Sea Gull* at Eureka recently, while the craft was tied up, and made away with considerable gear and supplies. The raiders smashed the glass in the forward hatch to gain entry.

Research Fishing

(Continued from Page 21)

taken. The *total* seems to have been about 73 million fish, but of this 13.5 million came from the Okhotsk Sea; about 8 million from the shore-based fisheries out of Hokkaido, the northern island of Japan; and about 50.5 million from the floating operations in the North Pacific in the waters between the Aleutians and Kamchatka.

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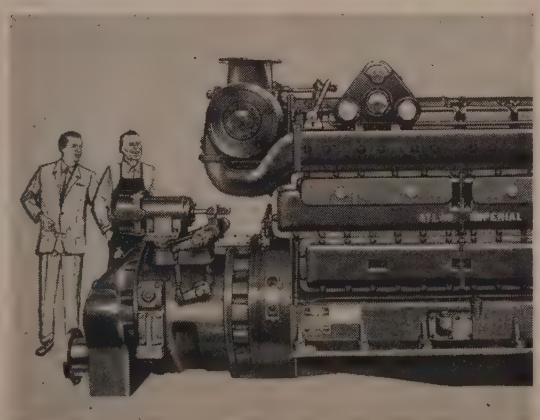

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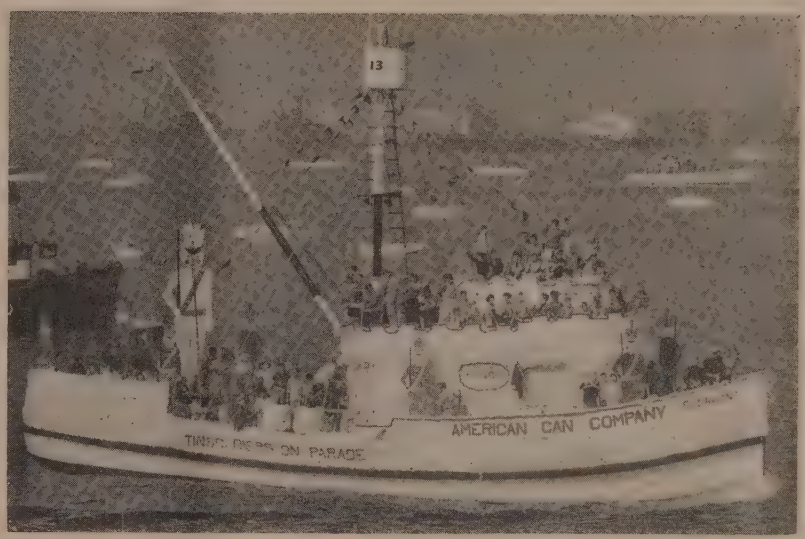
Pacific Fishery Troubles Told to Senate Committee



Capt. John Evich's tuna boat "Clermont," sponsored by the American Can Co., as she passed the judges' stand to win first prize in the commercial division of the 1955 Fishermen's Fiesta marine parade at San Pedro. Theme of the float was "Tin Soldiers on Parade."

● Fishery problems of all parts of the Pacific Coast were discussed at a series of hearings, closing in early November, held by a subcommittee of the U. S. Senate committee on Interstate and Foreign Commerce, consisting of Senators Warren G. Magnuson of Washington, chairman, and Andrew Schoeppel of Kansas. Starting in Alaska, the hearings were continued at Seattle, San Francisco and San Pedro.

Participating as a guest at the Alaska and Seattle meetings was Delegate E. L. Bartlett of Alaska; while Senator Henry M. Jackson and Representative Thomas M. Pelly and Thor Tollefson took part in Seattle.

Many witnesses at all the northern hearings made emphatic protest against the skyrocketing Japanese salmon fishery in the North Pacific, which they held imperils the American resource and is already responsible for depletion in Alaska. Some urged renegotiation of the North Pacific tripartite treaty, and declared that the U.S.S.R. should be permitted to adhere to the convention.

High-seas salmon fishing was, by common consent, regarded as objectionable; and representatives of many fishermen's organizations urged that the United States, for its part, prevent development of any such offshore fishery by its nationals. Japanese methods in deep-sea crab fishing were also protested.

An effective speaker was Edward W. Allen, a member of the North Pacific Fisheries Commission and an authority on international law, who declared the United States is within its legal rights in insisting on restriction of the high-seas fishery for American-spawning species like salmon and halibut, but that action affecting Japanese fishing must await more complete knowledge of the facts. He held, however, that the recent South American claims to jurisdiction over the sea to 200 miles from shore are without legal sanction.

Mr. Allen and others also criticized a recommendation of the United Nations International Law Commission, which would vest ultimate control over high-seas fisheries in the Food and Agriculture Organization.

● At Juneau, Clarence L. Anderson, director of the territorial fisheries department, urged that the Alaska fisheries administration be turned over to the territory; while Donald L. McKernan, Alaska administrator for the Fish and Wildlife Service, supported the current work of the federal administration. There was widespread demand for an all-round revision of the White Act—which Seton Thompson, chief of F.A.W.S.'s Alaska branch, said is already "in the works."

Representatives of fishermen's organizations were much in evidence, and some of the long-standing grievances of the Alaska fishermen were aired at length. They were particularly emphatic in the demand that salmon traps be abolished—with which, in the meantime, the Secretary of the Interior had expressed his accord.

Among the more important of other subjects discussed, both in Alaska and Seattle, were the urgent need for control of predators, especially sea-lions, and the protection and improvement of spawning areas. Many also complained of the adverse effects of foreign competition, particularly in groundfish and fillets, both fresh and frozen.

An afternoon at the Seattle hearing was taken up by a presentation by Dr. Loren Donaldson of the Fisheries School, University of Washington, and Clarence Pautzke of the State Game Department, of a rehabilitation scheme based on "fertilizing" spawning grounds and selection of breeding stock, and experimental results with it on trout in Washington.

● Among those who spoke at the northern hearings were: Territorial Senator Robert Ellis, Ketchikan; Larry Fitzpatrick of the advisory committee to U. S. section, International North Pacific Fisheries Commission; George Johansen, Alaska Fishermen's Union; J. E. Shields and his son Ed, and Lowell Wakefield, King crab operators; Mrs. Myrtle Sarvels, Erling Strand and William Johnson, fishing vessel owners' associations at Sitka, Petersburg and Hoonah; Mrs. Gus Molvik, Seattle, Halibut Fishermen's Wives Association; William L. Paul, William Johnson, Cyrus Peck and Rov Bean, Alaska Native Brotherhood; Nick Kuljis, Fishermen's Marketing Association; Joe Krause, Southeast Alaska seiners; Elton Engstrom, Juneau fish buyer; Ted Nakkerud, Sailors Union of the Pacific.

● *TUNA PROBLEMS* — The California hearings were devoted to tuna problems resulting from imports — mainly from Japan. Principal witness at San Francisco was James Cope, an Albacore skipper from Seattle, representing a large number of fishermen, who urged protection by either tariff or quota; declaring that, even in a year of good fishing, depressed prices due to imports make it impossible for tuna-

men to maintain an American living standard.

At the San Pedro hearing, consensus among fishermen appeared to be in favor of a government subsidy or "support" plan, though the desire for a quota on imports, or greater tariff protection on both frozen and canned tuna—or both—was quite general.

These remedies were strongly urged by Mason Case, manager of the Fishermen's Cooperative Association, San Pedro, and also by Harold Cary, general manager of the American Tunaboat Association, San Diego, who presented a detailed plea for a consistent government policy. Anthony Sokolich, secretary of the I L W U fishermen's union, declared the tuna fishermen's income has dropped 50 or 60% in the last three years because of import competition.

Charles R. Carry, executive director of the California Fish Canners Association, declared there is a critical situation resulting from imports in many American fisheries. As for tuna, he pointed out the twofold nature of the problem as related to *canned* and *frozen* tuna: the canners being unanimous in the view that some restriction of imports of *canned* tuna is necessary, with a "reasonable quota" as the most appropriate solution.

The quota idea was opposed, however, by Arch E. Ekdale, speaking for the smaller California canners and also for the Columbia River Salmon and Tuna Packers Association. He said the fishermen need both *financial* assistance (to which they are as well entitled as the farmers) and *diplomatic* assistance to guarantee their right to fish the high seas.

Financial relief for tuna fishermen was also favored by John Real, in a brief on behalf of three large southern canners; but, if such aid is found impracticable, he advocated a "reasonable and flexible" quota on tuna imports—*both* canned and frozen.

Among others who spoke at the San Pedro hearing were: Cliff B. Weitz, business manager, Tuna Clipper Engineers Lodge, San Diego; Lester Balinger, secretary-treasurer, Cannery Workers & Fishermen's Union, San Diego;! Peter Repovich, manager, California Commercial Fishermen's Association; Anthony Bozanich, owner of the *Little Flower;* John Calise, AFL fishermen's union; Stanley Brummel, manager, Commercial Fishermen's Inter-Insurance Exchange; David Carsten, Harbor Boat & Yacht Co., San Diego; Robert Bennett, Campbell Machine Co.; John Harrison, San Diego Marine Hardware Co.; William Hamlin, Frank Perry Insurance Agency; Nick Mezin and Andrew Rafkin, boat owners.

● *BASIC POLICY* — The United States government should enunciate a basic policy for the commercial food fisheries, declaring their necessity and that their economic well-being is in the public interest. So said Harold F. Cary, general manager of the American Tunaboat Association, at the Senate subcommittee hearing at San Pedro in early November.

In line with such policy, he urged that the commercial fisheries be given a voice at the "policy-making" level of our government, with delegation of adequate authority and responsibility;

That economic assistance be extended to fishermen and their organizations, equal in scope to services available to other food producers;

That protection against injury resulting from imports, equal in scope to that provided for other food producers, be given to commercial fishermen.

With reference to tuna he advocated, specifically, an "equitable quota" on imports, designed to equalize protection against imports of tuna in any and all forms, to be implimented by legislation and executive action.

He recommended, further, that immediate discussions be initiated by the U. S. government with representatives of the Japanese government, as to appropriate means of safeguarding the interests of American producers and processors and foreign suppliers.

● *SEINER'S PLIGHT* — After completing a trip, the average tuna seine boat is forced to remain in port 21 days before it can complete unloading and sail for its next trip. This means valuable fishing days lost at the height of the season, while boats are tied up with their fish aboard and crews standing watches. Further, as the Japanese and other foreign exporters continue to ship fish in increasing quantities, canners proceed to cut prices of the raw fish to the fishermen. This, in substance, was the statement at the same hearing by Mrs. Helen Xitco, whose husband has the tuna seiner *North Queen.*

Japan's self-imposed quota on tuna exports, adopted just before the U. S. Senate vote on a proposed 3c per lb. tariff on frozen tuna, didn't last long, stated Mason Case, manager of the Fishermen's Cooperative Association, San Pedro, adding:

"The Japanese have an organization that, by law, allows them to 'adjust quantities to be manufactured and shipped, how to sell, when to sell and the prices, how much to sell, and also put restrictions on quality and processing facilities of the export aquatic products.' If we were to attempt any of the foregoing, everyone from the Department of Justice down would have us on the carpet immediately."

Among the almost 500 people who turned out for the hearing of witnesses before the Senate Interstate and Foreign Commerce sub-committee in San Pedro, November 2 and 3, were men and women representing the small-boat Albacore fishery.

Peter Repovich, manager of the California Commercial Fishermen's Association, Terminal Island, presented a statement for his group on the effect of foreign fisheries on the American fisherman.

Also testifying in behalf of the small-boat fisherman of Southern California was Mrs. Karl McDougall of Newport Beach, who with her husband fishes two Albacore boats. Mrs. McDougall's statement was given in behalf of the Committee on Fishing of the California State Grange, a permanent committee voted by the Grange at its 83rd annual convention in Sacramento.

Mr. Repovich in his brief proposed:

"That all fish not caught by American registry fishing vessels should be considered as imports and included in a 25% quota, otherwise American canners in foreign American possessions could entirely disrupt any such quota program by buying from fishing vessels in adjacent waters to such possession but still under foreign flags.

"The fishing industry, as a whole should be privileged to enjoy the same protection by ample tariff laws as other American industries enjoy.

"We feel that *only* through legislation by Congress will the American fishing industry get complete relief from the present chaotic situation brought into focus by the majority of the canners who insist on buying foreign fish at prices lower than American caught fish."

Haines District Gets Extra Week

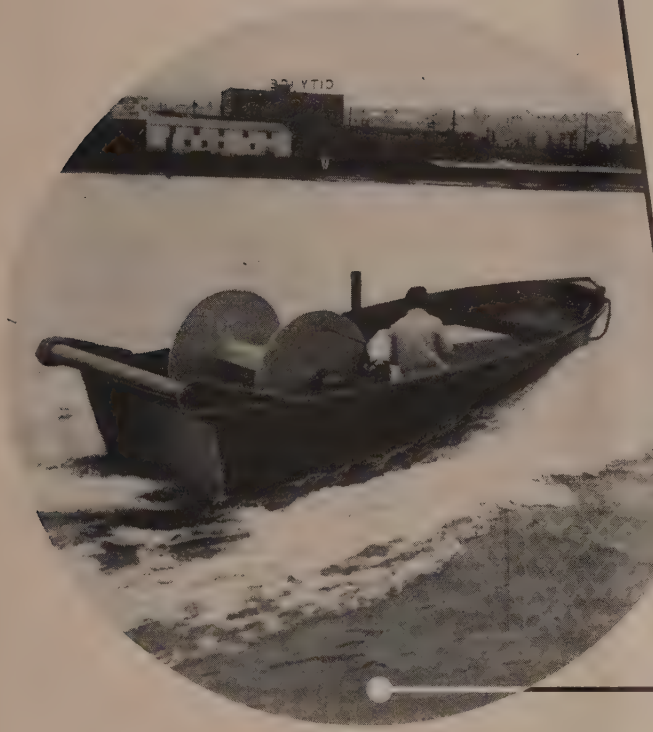
While fall fishing in most parts of Southeast Alaska was closed several days ahead of time, the season in the section of Lynn Canal north of Sullivan Island was extended from Sept. 30 to Oct. 7.

Seine Boat Damaged In Collision With Trap

The Wrangell seiner *Shrimp* hit the pile salmon trap at Security Bay the night before the fall salmon season, and her mast, boom, rigging and parts of the pilot house were knocked down. The crew said there were no lights on the trap, which could not be seen in the dark.

NORDBERG POWERED "STEELSKIFS"

find increasing acceptance among West Coast operators



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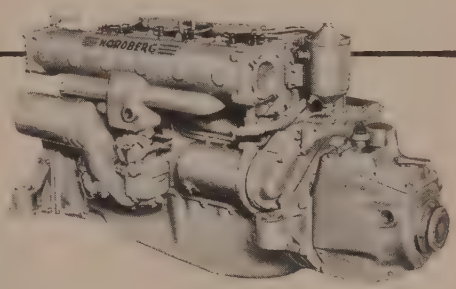
- AXEL THYGESEN, 19' STEELSKIF *Cape Flattery* —130 hp Nordberg *TARPON*
- KETCHIKAN PULP CO., 18' TOWSKIF with 95 hp Nordberg *ARROW*

(In addition, a 110 hp Nordberg *BULLET* is being installed in the first of the 1956 STEELSKIF production run)



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Lester McMillan, owner-master of the 71' otter trawler, Shirley Lee of Astoria, Oregon

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Pacific Marine Fisheries Commission To Meet

A meeting of the Pacific Marine Fisheries Commission is scheduled for the 5th, 6th and 7th of December. The meeting directly affects fishermen engaged in marine fishing, and trollers, trawlers, and longliners should attend if possible. Regulations for salmon and bottom fish will probably be considered.

B.C. Herring Fishermen Seek Guaranteed Return

The herring 1955-56 season in British Columbia got off to a slow start as result of disagreement between operators and fishermen. The operators had offered $12.50 per ton for reduction herring before Christmas and $11.50 per ton for later deliveries.

The fishermen demanded a minimum seasonal guarantee of $2400, and the right of boat delegates representing the crews to participate in the formation of herring pools. This was an entirely new proposal, and late in October it was meeting with considerable resistance.

The fishermen said they desired protection against a further influx of new boats. At one time, it was recalled, the average seiner caught 3500 tons of herring per season. Today, owing to competition among companies for a bigger share of a limited catch, the average seiner would be lucky to get 2000 tons per season.

Negotiations were continuing, but it seemed unlikely that agreement would be reached before Christmas, if then. While the later catch may perhaps make up in total tonnage for the early delay, the lower oil yield as the season progresses puts a premium on early-caught fish, as reflected in the price differential.

While last season's herring operations continued without interruption, disputes over price have become commonplace in this industry, with threat of loss to both fishermen and operators. In 1952, it is recalled, owing to a price controversy, no herring fishermen went to sea at all.

Puget Sound Pinks Short of Cycle Years

Puget Sound's Pink salmon season closed with a total catch of 5,250,000 fish, according to the Washington State Fisheries Department—compared with 6,000,000 in the parent year 1953 and 5,600,000 in 1951, but slightly above the 20-year average.

Wm. C. Morehead (center), newly elected president of the California Fish Canners Association, shares the attention of TV's KTLA interviewer with **Edwin L. Morris**, head of the Tuna Research Foundation, during the televising of the Fishermen's Fiesta at San Pedro. The association sponsored the program which included the Blessing of the Fleet and the Parade of Fishing Boats. Mr. Morehead is secretary-treasurer of Pan Pacific Fisheries.

Moss Landing — Monterey Bay

Albacore fishing out of Moss Landing continued poor through October for the majority of boats. The fleet fished in an area about 175 miles W. S.W. of the Farralone Islands. Catches were delivered to Moss Landing, San Francisco and Sausalito and trucked to Point Adams and Columbia River Packers in Astoria. Price remained steady at $280 a ton.

* * *

Fishing was also good for both bait and jig boats out of San Diego, where a number of Moss Landing fishermen stayed. Places to store the tuna became a problem during the long-continued cannery strike and empty refrigerated tuna clippers and an ice plant were used for storage.

* * *

A number of "plugged" boats, the dream of all fishermen, have come into Moss Landing recently. Nash Martin and his son Don on the *San Martin* and Leroy and Doscha Herrington on their *Peso II* brought in approximately 20 tons apiece. Among the smaller trollers, Orville Patterson on the *Silver Spray*, J. V. Shaw on the *Christine* and Roy Holdridge of the *Dorothy V.* had full loads.

* * *

John Martinsen of the troller *Isis*, injured his right hand while changing a belt on a refrigerator drive pulley. John and his wife Esther were 160 miles out on the fishing grounds. Lee Bothwell of the *Lanola*, hearing the distress call, put his boat puller Charlie Smith aboard as the *Isis* headed for Monterey, where John was hospitalized. He had several operations and lost two fingers.

* * *

Reporting a successful salmon trolling season off Vancouver Island, Tony and Bridget Reeves recently put in briefly at Moss Landing on their two-masted sailboat *White Hart*, en route to San Diego for the winter.

* * *

Stewart Davis, veteran fisherman from Chinook, Wash., has been a frequent visitor at Moss Landing this season on his handsome troller *Anna Louise*.

* * *

Charles Hagglund of the *Azalea* died recently in a San Luis Obispo hospital, as result of a heart attack while Albacore fishing out of San Diego in July. His home was in Morro Bay, but he often made port in Moss Landing.

* * *

Pete Anderson has tied up his *Joan B.* and signed on as boat puller with Bruce North of the *Judy II*. Bob Riffe, who had been skippering Joe Madeiros' *Nesral*, was later fishing with Bill Yeoman on the *Twenty Grand*. A. A. Griffis of the *Nancy* has been fishing with Fred Sandness on the *Lincoln*.

* * *

Since completion of the salmon season, Stanley Haskin of the *Glacier* has been fishing for basking shark, which come into Monterey Bay about this time of year. Don Miller of the *Nora R.* is trawling out of Santa Cruz.

* * *

Bill Tomlinson recently bought the *White Angel* from John Pettigrew, and his son Bill Jr., is the new owner of the *Husky*, formerly owned by Walter Schmidt. The Tomlinsons took advantage of low tides and liberally applied American Marine Triple "C" to the bottoms of their new possessions.

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SAN PEDRO SEINE SETS

MRS. ROY KATNIC heads the Fishermen's Cooperative Association Auxiliary for 1955-1956 activities. Serving with her are Mmes. Tom Miller, vice president; Frank Gargas, recording secretary; Andrew Katnic, corresponding secretary, and Anthony Burich, treasurer. Incoming members of the board of directors are Mmes. Joe Riera, John Yelusich, Milan Zar and Matt Bodul. Mrs. Paul Biazevich is chairman of the dinner dance, during which the new officers will be installed. . . Mr. and Mrs. George Milisas of San Pedro recently celebrated their 50th wedding anniversary. He had a partnership in several boats before his retirement. Of the couple's five children, four are residents of San Pedro. Son-in-law Raymond Dragich sent a wire from South America, where he is fishing. . . The butchers at the Municipal Fish Markets in San Pedro have a new contract, standardizing their pay at $90 for a 40-hour week.

WESTERN EXPLORER recently transferred a load of tuna to the *Alaska Reefer,* to be held under refrigeration so Frank Manaka, skipper of the *Explorer,* could fish sardines, delivering to Monterey canners. . . Antone Svicarovich wrote the words for "Mate Krakich," a takeoff in the Yugoslav language of the Davy Crockett song. The record was on sale at the recent Fishermen's Fiesta and was sung by the Happy Serenaders. . . Assemblyman Vincent Thomas was California's official spokesman at the 48-state Interstate Cooperation Commission meeting at Miami. . . Andrew Xitco, owner, and John Oreb, cook, entertained visiting Iceland trade union members recently aboard the purse seiner *North Queen.* . . The Coast Guard cutter *Perseus* went to the rescue of the *May Dau* of San Pedro, when her main and auxiliary engines failed on the high seas off Baja California. . .

CHARLIE BUCHAN, Van Camp's fleet manager, recently entertained a visitor from Scotland: Joe Croan of Joe Croan, Ltd., Edinburgh, who was referred to Charlie because of Buchan's intimate knowledge of the Southern California fishing industry. Charlie's fishing experience also goes back to the boats operating from the "Buchan ports" of Fraserburgh and Peterhead, Scotland. . . B. L. Johnson is now skipper of the *Sheryl,* delivering to the freezer at Puntarenas. . . The 28-foot planked skiff built for the *Anthony M* by Elite Boat Works, was taken to Fellows & Stewart in late October for installation of the Hydro-jet propulsion unit, activated by a Chrysler gas engine. . . The Felando purse seiner *Treasure Island* is reported chartered for shrimp trawling below the border. . . Mrs. Jack Borcich and youngest daughter have gone to Chile to spend some time with Captain Borcich, who is skippering one of the purse seiners sent to the South American country recently by Star-Kist. . . *Daisy Mae* was recently equipped with a DE 112 Raytheon recorder with remote red light indicator, installed by Marine Radio Service, San Pedro. . . . Two San Pedro fishermen were taken off the *Challenger* recently and returned by Coast Guard plane to San Diego for medical attention: Ernest Martinez and James Lee Claire.

Sold to Samoa

The estate of the late John Tanzi, well known San Francisco fisherman and boat owner who was lost at sea has sold his converted APC the *Isabel Rose* to Samoan interests for use as a freighter in the South Pacific. The ship is being outfitted for its trip to Samoa at Sausalito Shipbuilding Co., Sausalito, Calif.

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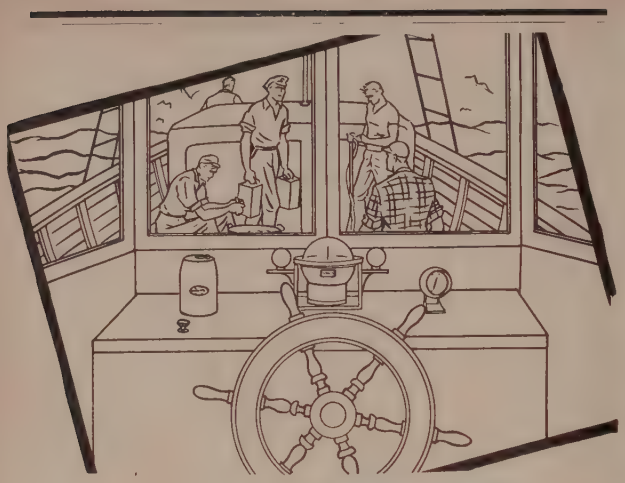

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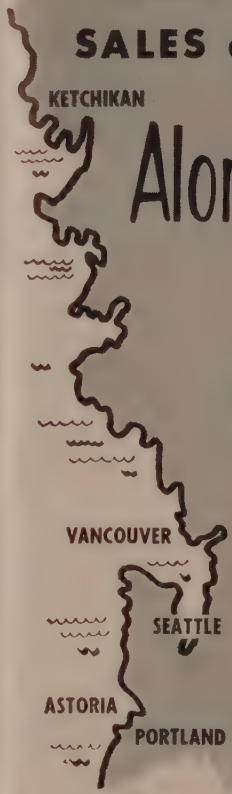

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"Willanina" of Seattle, Capt. Lee Schutte, and "Frances K." of San Francisco, Capt. Vic Sands, are refueled with General Petroleum diesel fuel at the Evans Radio Dock, foot of 19th Ave., Oakland.

Oakland Service Station Features "One-Stop" Idea

One of the Pacific Coast's most modern marine service stations, especially devoted to the interests of fishermen and featuring the "one-stop" idea, is now in operation at Evans Marine Radio Dock, foot of 19th Avenue, Oakland, Calif.

The one-stop station is the idea of Mr. and Mrs. George Evans, who took a 10-year lease on the pier from the Port of Oakland. They remodeled the old building on the wharf; put in fuel and water lines; built a platform, with weighing scales; installed an ice house, and arranged for a boat icing service; a marine store, coffee shop and boat brokerage service.

Mr. Evans, a veteran in the marine radio business, will continue to handle the radio and electronics end, while Mrs. Evans assists with the other phases of the business.

Although it takes boats about an hour to sail up the Oakland Estuary from the Golden Gate, the Evanses estimate fishermen will save a day, or perhaps two, of fishing time by being able to get everything they need in one place at one time, instead of moving from mooring to mooring.

Fishermen can tie up at the pier, unload and sell their catches; take on fuel, water and ice; plug into dockside power outlets, and use showers. An added plus in service is that a local food market will pick up the men, take them into town for shopping and return them to the pier.

The Evans set-up includes complete General Petroleum service: fuel, lube oils and greases. Tanks and pipelines are above ground so there is no danger of moisture getting into boat tanks. Two boats can be refueled at one time, and the pumps pump at 125 gpm. Fuel is strained through a 100-mesh strainer.

Besides servicing and repairing marine electronics devices, the Evanses sell Kaar and Apelco radio telephones and direction finders, and Ross depth sounders. They also have a service truck available at all times.

Two fish hoists make for quick unloading of boats. At the time the Evans Radio Dock was visited by *Pacific Fisherman* the Regal Sea Food Co., Monterey and Moss Landing, was there buying Albacore for Star Kist.

Winter moorage is provided by the Evanses, with a capacity of about 40 boats.

Supply Firms Organize To Aid Tuna Industry

"Dedicated to the problems of the tuna industry" is the newly formed Allied Tuna Industries, a group of marine supply firms, boatyards, etc., in San Diego. David H. Carsten is president; John Harrison of San Diego Marine Hardware Co. is vice-president; William Hamlin, Frank Perry Insurance Co., secretary-treasurer.

Committee chairmen include: Earl Roberts, Nuttall-Styris, public relations and publicity; Milton Fillius, National Steel & Shipbuilding Corp., strategy and planning; Al Brosio, insurance broker, finance.

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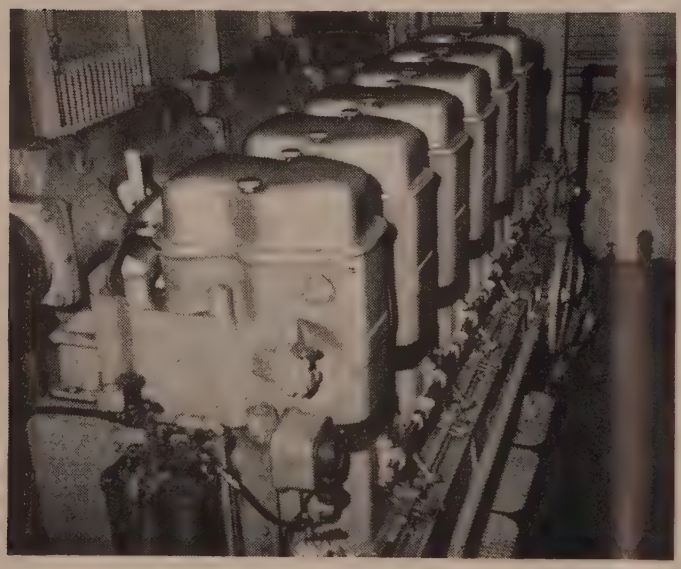
The 110 foot M/V "Vilanova" joined the Gloucester fishing fleet in 1952. Her Enterprise DMG-6 Diesel, rated 400 HP at 400 RPM, is equipped with sailing clutch and front end power take-off for winch drive.

Vilanova logs 18,000 hours in 30 months –not a cent for repairs on her Enterprise!



Low lube oil, fuel consumption, cut "Vilanova" operating costs. Her Enterprise Diesel runs 'round the clock, averages over 14,000 BHP hours per gallon of lube oil! Fuel consumption at 20 GPH is also low, as this includes, in addition to engine operation, all fuel for auxiliary generating unit, galley stove, and the ship's heating system.

Last December the durable dragger "Vilanova" took time off for a routine checkup – the first for her 400 HP Enterprise Diesel in 2½ years.

Cylinder heads were pulled for examination, and valves were found to require only minor grinding. Cylinder liners were micrometer tested, showed minor (.004) wear – good for many more years. Except for the new gaskets installed when the heads were replaced, there has been *no money spent for parts or repairs, no engine trouble or downtime.*

This is the kind of performance fishermen in every type of fishing craft can count on from their Enterprise Engines. It's the kind of money-making service *you* will get when you switch to Enterprise, the choice of power experts. Get the facts today by writing to us at Enterprise, or by contacting the Enterprise marine diesel engineer in your area.

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Howard Low, managing partner, Regal Fish Co. of Monterey and Moss Landing, buyers for Star Kist, and Mrs. George Evans, co-manager of Evans Radio Dock, inspect a lot of choice Albacore just landed at the Oakland dock, to be shipped by truck to Southern California.

Inter-Insurance Exchange Issues Annual Report

Eleventh annual report of the Commercial Fishermen's Inter-Insurance Exchange (home office at San Pedro), differs from previous reports in that it lists all vessels and owners insured by the Exchange during the year covered.

At the San Pedro headquarters S. M. Brummel is secretary and E. W. Fisher comptroller. Other offices are maintained in Tacoma, Astoria, and Euerka, Calif.

The board of governors includes Robert S. Duzich, chairman, Nicholas G. Felando, Vincent Marinkovich, Andrew Vilicich, Slavko Ivancic, Matt Martin, Carmen DiMasso, Andrew Tipich and Vincent M. Yelusich.

Advisory governors for the state of Washington include George M. Cuculich, Matt Bodanovich, Roy Peterson, Mike Castelan, Emmett Ross, Paul Serka, Nick Mosich, Martin Skrivanich and Jack Saletic. Anthony M. Ursich is legal advisor and Margaret Mattson is acting secretary.

Advisory committees in Eureka, Astoria, Aberdeen, Everett, Bellingham and Seattle include the following: E. M. Petersen, G. A. Hunter, R. O. Young, Jess Wright, Arthur J. Anderson, I. Ludtke, Eugene Williams, Fritz Bold, Richard W. Graham, Frank Barcott, Jr., Ernest Anderson, Joseph Lucin, M. J. Evich, Francis Costanti, M. E. Evich, Peter Zuanich, I. A. Engdal, Nick Hendricksen and Roy Peterson.

In his report, Secretary Brummel states: "We believe that our record during the past 11 years has proved that a reciprocal exchange, a free enterprise institution, through its service and lower cost has solved the insurance problem for its hundreds of policyholders, the owners of the Exchange."

Commonwealth Completes Line Island Charter

Kayler-Dahl Fish Co.'s *Commonwealth,* Capt. Erling Oswald, in mid-October completed her third and last cruise under charter for Pacific Oceanic Fishery Investigations explorations around the Line Islands. Further surveys will be made from government vessels.

On this last cruise of slightly over a month, Biologist H. Yuen found tuna abundance at a low level in intensive trolling around Christmas, Washington, Fanning and Palmyra islands and ten days' longlining in offshore waters. As usual, the long-line tuna were much larger than those taken by trolling near the reefs.

A new long-line-handling system was tested, with promising results. The main line was coiled down continuously in a large tub, the branch lines being removed as they came aboard. It appears that this method may reduce the number of deckhands required for the work, thus contributing to economy for American operations.

3 New Sounders

Sandra D., Vince Mercurio; *Baby Sea Lion,* Joe and Chris Crivello; *Frankie Joe,* Vito Pomilia, all San Francisco, have been equipped with Bendix depth sounders, purchased from and installed by Mercury Marine Electric Co., Fishermen's Wharf, San Francisco

The San Francisco combination boats *Leonora B,* Sebastian Alioto and the *Jennie Jean,* Mario Tarantino, have been equipped with Bendix automatic pilots, by Mercury Marine Electric Co., Fishermen's Wharf, San Francisco.

Dogfish Get Around

A report on migration on dogfish by Donald E. Kauffman indicates that these troublesome sharks may move considerable distances. A dogfish tagged in 1944 near Willapa Bay moved across the Pacific to Japan — a distance of at least 4,000 nautical miles — where it was recovered seven years later. Another dogfish tagged off the West Coast of Vancouver Island moved south to San Francisco. This fish was tagged in 1944 and re- have dropped to a low level most trawlers would favor a mass migration of the creatures to other parts. covered in 1953. Now that liver prices

Tom Ness Passes

Tom Ness, who for many years owned and operated the halibut boat *Emma* out of Seattle and Juneau, died in Seattle Oct. 7 of a heart attack. He was 71 years old, and had been retired from active fishing for some years.

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Wrangell Fire Destroys Fishing Equipment

Fire of undetermined origin at Wrangell, Alaska, recently totally destroyed the James Bradley warehouse in Wrangell, causing a loss estimated at more than $13,000. Fire Chief W. D. Grant said the fire may have been caused by spontaneous combustion, as the building appeared to burst into flames and was a raging inferno by the time the fire department arrived.

There was no insurance. Howard Churchill, son-in-law of Jim Bradley, said there were 11 gillnets, three of them new, representing an investment of around $10,000 in the building; three sets of gurdies valued at $150; a gillnet skiff, valued at $300; as well as miscellaneous anchors, cork lines, tools and other items, assembled over 16 years. Those losing gear in the fire included: James, Harry, Herbert and Allen Bradley; Lee Byrd, James Shakinaw and Howard Churchill. Jim Bradley, upon returning to town, said he would rebuild immediately.

* * *

Howard Churchill, who has gillnetted and trolled in the Wrangell area for years, has accepted employment at the Wrangell Institute and has his boat, *Anna*, for sale.

* * *

Miss Elsie Bobinet, a registered nurse at the Bishop Rowe Hospital in Wrangell, became the bride of Olaf Hansen, Jr., on Oct. 8th in Wrangell. Mr. Hansen is associated with his father, Olaf Hansen, Sr., in the Hansen Boat Shop.

Pelican's Pouch

During the "peak" of the 1955 salmon season 30 to 40 boats fished between Pt. Adolphus and Elfin Cove, so the cove enjoyed a fairly prosperous season. The fishermen were very appreciative of the free baths available in the stall under the home of Ruth and Ernie Swanson.

The *Alaska III* swamped at Deer Harbor and was declared a total loss after she was towed to the beach. Skipper John Hale got off safely.

The *Phoenix II*, skippered by Ike Cropley, suffered minor damage in the fo'c'sl while tied at the loading dock in Pelican.

Pelican Packing Co., whose canners made the largest pack of any plant in Southeast Alaska in 1954, closed this season with a fair pack of 72,500 cases.

Pelican's bookkeeper, Peyton White, hurried home a few days before the end of the season to welcome a baby daughter, Courtney, born in Seattle Oct. 1. Carlos Blanco, also employed at the Pelican cannery, became the proud father of a son, also in Seattle, the same day.

Pelicanites won't go hungry for lack of meat this winter. The "Lone Fisherman" took hunters to the Yakutat area and brought back nine moose.

John Byers, popular new teacher in Pelican, passed away following a heart attack in his home Oct. 16. His wife, who was also a schoolteacher, accompanied the body to Seattle. "Hap" Hansen, former schoolteacher, but now a local fish buyer, and Mrs. Toivo Anderson are substituting until permanent teachers are available.

Santa Barbara Firm Buys Bait Hauler

Lloyd Lindwall, Santa Barbara, has purchased the *Ugly Duckling*, 40-footer, powered with a 110-hp. Universal engine, 2½:1 reduction, to serve as a bait hauler out of Santa Barbara. The boat, with no superstructure, has two semi-sunken bait tanks.

Well-Known Fisherman Dies at Arcata, Calif.

A widely known northern California fisherman, James Franklin Tracy, died recently at the age of 63 in Arcata, Calif., where he had spent his entire life in the fishing industry.

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WF-750 Filters, shown in MARAUDER installation, available in either painted or chrome finish. Bail-type cover handle speeds cartridge changing—eliminates need for wrenches.

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SAN DIEGO BITE-SIZE ITEMS

NORMANDIE, which capsized and sank in San Diego Bay, has been dry-docked at National Steel for repairs. She was first taken to San Diego Marine Construction Co. after salvage operations were completed. . . Manuel Neves of the *Constitution* has an addition to his family, a baby boy. . . Eugene Cabral, one of the top skippers in the fleet—he has the *Ecuador*—has moved into his new home on Plum Street, Point Loma . . A Michigan five-bladed propeller has been installed on the *Betty G,* as well as a new reduction gear working on the GB 6-71 diesel. . . Crofton Co. has installed a Guest automatic pilot on the *Mercator*. . .

TONY CARDENA of National Steel has returned to San Diego after a long vacation trip through Spain and Portugal. Much time was spent in his "home town", the coastal port of Nazaret. Tony returns with some very fine color pictures of his trip. . . *Espirito Santo* has received a thorough job of Woolsey paints, hull and topside, reports Coast Equipment Co. . . The same marine supply firm supplied the new National Steel tuna clipper, *Concho,* with engineroom and deck equipment. . . The fifth 127-foot steel tuna clipper from the National Steel yard, named the *Missouri,* was scheduled for launching Nov. 26 . . Nick Bobrick, representative for Fairbanks, Morse in San Diego, and Mrs. Bobrick are moving into a new home on Clift Place in San Diego. . .

MARY BARBARA, skippered by David Rico of San Diego, was recently floated off a sandbar at Cape San Lazaro, with no damage to the boat and no injury to the crew. . . Joseph A. Gaspar, former captain of the *Irene S,* is seeking $50,000 damages from the boat's engineer and eight alleged co-owners. Gaspar says the engineer hit him on the head with a wrench when he went to the engineroom to check on the boat's speed. . . In a special ceremony at Our Lady of the Rosary Church, the tuna fleet was given a blessing in October by Rev. David Bailey of San Diego. . . Leonard Pedro, 36, captain of the *Irene S,* died in San Diego's naval hospital. He had been flown to port in August by Coast Guard plane when he became ill aboard his boat while fishing the high seas off Mexico. . . W. Wade Ambrose has been elected president of the San Diego branch of the American Cancer Society. . . Through the cooperation of Captain A. R. Virissimo and his crew on the *Southern Pacific,* the California Department of Fish and Game were able to tag yellowfin, skipjack and bigeye on a recent cruise of the clipper in the area of Revilla Gigedo Islands on the high seas off Mexico. . . On Nov. 22, George Soares' *Dominator* again took part in the televising of the program "Waterfront" at San Pedro harbor. This is the third appearance of the clipper on this program. . . *Rose Ann* has been at Campbell Machine Co. for repairs after fire damage. The boat, recently repowered with a General Motors diesel, is operated by Tony Tarantino. . . Campbell recently installed a new set of piston rings and a new condenser on John Vattuone's *Commodore.*

C. W. Harris Recovering From Heart Attack

C. W. Harris, old-time canneryman, foreman for the Annette Islands Canning Co. at Metlakatla, Alaska, since 1933, who suffered a heart attack in July at the start of the salmon season, is making a gradual recovery. Last month he was reported out of immediate danger, though still under medical care.

Eureka Crab Catch Shows Sharp Decline

Crab operations along the northern California coast in the 1954-55 season fell to the lowest point in a good many years, according to final figures disclosed by the U. S. Fish and Wildlife Service after the close, July 31.

Crab landings at Eureka totaled only about 321,500 lbs. The figure reflected a declining trend over a period of several years, as evidenced by the following totals: 1951—3,230,000 lbs.; 1952—3,236,900 lbs.; 1953—1,760,000 lbs.; 1954—1,098,800 lbs.

Activity was spotty throughout the entire season and began to lag seriously in the early spring, never recovering during the later months. The tail end of the season found the majority of crab boats working for salmon, cashing in on the heavy runs on the north coast.

Seattle Halibut Skipper Stricken at Neah Bay

Colvin Falk, part-owner of the Seattle halibuter *Freya* for the last 20 years, suffered a heart attack aboard the vessel at Neah Bay and died Oct. 14 in a Port Angeles hospital. Mr. Falk was a native of Norway, 66 years of age, and had been fishing out of Seattle for about 30 years.

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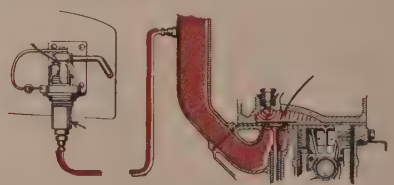

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B.C. Fishermen Oppose Deep-Sea Salmon Fishing

• British Columbia's organized fishermen presented a series of recommendations to the Canadian section of the North Pacific Fisheries Commission prior to the latter's departure for the Tokyo conference.

The recommendations (similar to those advanced by many U. S. fishermen's groups) are summarized as follows:

1. Canada should press for a greatly expanded tagging program in mid-Pacific. All three nations should participate fully in this mid-ocean tagging. Canada should send out its own research vessels, using various types of gear to conduct a major tagging program in the area fished by the Japanese mother-ships, and should also send biologists out with the Japanese fleet to inspect their tagging program and obtain full data on size and age of fish taken by this fleet.

2. Canada should state its strong opposition to a mid-ocean salmon net fishery as being unscientific and uneconomic. The fishermen favor action by the Canadian government to prevent development of an offshore salmon net fishery and/or of mothership types of operation by the nationals of Canada, provided similar action is taken by the U. S.

3. Canada should put maximum pressure on Japan for a substantial reduction of its fishing effort in the Aleutian areas through establishment of a quota limit of 20,000,000 salmon for the 1956 season and later, to be strictly maintained until the origin of the salmon in that area is definitely determined—on the ground that the spirit of the tripartite treaty was that Japan would not take salmon of North American origin, and that unlimited fishing by Japan in the Aleutian area, with a skyrocketing catch before determination of these stocks, threatens the existence of Alaskan and Canadian fisheries.

4. Canada should at all times take a stand, on principle, against mid-ocean salmon fishing, since such fishing opens the salmon runs to exploitation by all nations, to the detriment of those which maintain the spawning grounds, and mid-ocean fishing presents a major threat, if not an insurmountable obstacle, to any program of conservation or rehabilitation.

Washington's Department of Fisheries recently put this new 36 x 11′ patrol boat in operation out of Westport, enforcing commercial and sport fishing regulations on the state's coastal waters. Designed by Edwin Monk and powered with a General Motors 4-71 diesel, turning a 24 x 22" Olympic propeller, she can travel at 12 knots. Overnight accommodations are taken care of by a stateroom forward and a pilot house which combines operating station with a galley and dinette. Equipment includes a Northern radio telephone, Wood Freeman automatic pilot, Emerson loran unit, RCA FM receiver and transmitter, and a Bendix depth recorder.

Crab Boat Repowered

Bell Buoy Crab Co., Astoria, in mid-September replaced the old gas engine in its 39′ crab boat *Active* with an 85-hp Buda diesel. The installation was made at the Columbia Boat Building Co. yard, under supervision of T. B. Cook. Buda dealer at Portland. A new Buda diesel was also soon to be installed in the company's 36′ crabber *Bell Buoy*.

Oregon Troller Burns in Alaska

La France, 42′ troller owned by Robert S. Dowell of John Day, Ore., was burned in September on Clarence Strait, Alaska, off Dall Head. Dowell, his wife and infant son were tossed about in an 8′ skiff for an hour before being rescued by Carl Homan, a Ketchikan fisherman. Only partial insurance was carried on the boat.

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FOR SALE BY OWNER: 85' refrigerated purse seine boat. Capacity 110 tons tuna or 150 tons sardines. Powered with 240 H.P. Union diesel. Boat well equipped. 82' purse seiner 240 H.P. diesel. Capacity 130 tons sardines. Boat well equipped. For information write Box 363, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Wash.

FOR SALE—Steel boat, Monk design, 48'x13'10"x 5½', built 1948, 2200 gal. fuel cap. (double bottom) gross 31 tons, sleeps 6, fully equipped, priced right. C. M. Negstad, 943 Solano Ave., Albany, Calif.

FOR SALE: Fishing schooner fully equipped halibut and tuna. 70' overall, 150 Washington, Fathometer, Direction Finder, Automatic pilot and radio telephone. Excellent condition. Call Turnbull, ELliott 1364, Seattle or write 1300 Western Ave.

FOR SALE: Used 6 cylinder, Nordberg Gasoline Marine Engine with Twin Disc power takeoff, Model 230, reduction gear 4.12-1, rotation std. New condition $650. Oxnard Harbor District, P. O. Box 297, Port Hueneme, Calif. Phone: HUnter 5-9441.

FOR SALE: 37' Troller, Seine Stern Blt. 52', 3-71 G.M.C. 12 Ton hold Radio Fath $11,750., 83' Seiner 240 H.P. Atlas 100 T hold, Cat. Aux $17,500. '51 Dragger, blt '45, 25 Ton refrig. Full Electronic equip. $22,500. And many others. FRANK SIMON ASSOCIATES, P. O. Box 834, Wilmington, Calif. TE 5-3101.

FOR SALE: New 40'x11'3"x5'6" Monk-designed troller hull; similar to M & I, DAWN and DING HOW. Complete with tanks, bow iron and rudder. Tripple & Everett Marine Ways, Inc., 1636 West Spokane Street, Seattle 6, Wash. Phone AValon 3381.

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This Chum Traveled Far

A tagged Chum salmon—little fellow; 12" long—was recovered recently off Cape Caution, near the north end of Vancouver Island. The tag, according to the Washington State Fisheries Department, had been attached June 16 at Point Defiance, Tacoma, Wash. Thus, in 33 days this Chum had traveled some 350 nautical miles, or an average of almost 11 miles a day.

Eureka Fishermen Await Crab Season

Small-boat fishermen along the northern California coast are in an idle spell from the close of the salmon season, Sept. 30, to the opening for crabs, which in the Eureka section (Districts 6 and 7) is Dec. 15. It continues to June 30 next, closing a month earlier than before.

A new law, effective this season, requires that each trap have a rigid circular opening, at least 4" inside diameter, so placed that its lowest point be not more than 5" below the top of the trap.

"A.R.B.-10" Hits Rock In B. C. Waters

The fish carrier *A.R.B.* 10, owned by A. J. Kelly and in the service of the Farwest Wrangell Co., struck a rock and was reported beached in mid-October on Balaklava Island, near the north end of Vancouver Island. The crew was taken off by a B. C. Packers' tug.

Charles Hagglund Passes

Charles J. Hagglund of Morro Bay, Calif., who suffered a heart attack in midsummer on his boat *Azalea*, while fishing off the Mexican coast, died in mid-October in a San Luis Obispo hospital. He was a native of Knappa, Ore., 56 years of age, and had fished out of Oregon ports until ten years ago, when he moved to California.

San Pedro Seiner Lost

Returning from Monterey to San Pedro in mid-October, the purse seiner *St. Anne of the Sunset*, skippered by Robert Felando, sank in about 500 fathoms off Point Vicente. The crew was rescued by a Coast Guard vessel.

The crew included David Felando, Matthew Roncevich, James Rusick, Marion Boznich, Robert Felando, Jr., Frank Segar, Tony Kordich, Angelo Castagnola and Wilber Swank.

The vessel had just unloaded about 50 tons of tuna for a Monterey cannery. It was reported that there was a leak in the engineroom, then the bilge pump caught fire. The Coast Guard tried to tow the boat to port, but gave up after a few hours.

St. Anne was built in 1944 in Eureka.

C. C. Berkeley of Merchants Refrigerating Co. Advanced

Arthur N. Otis, president of Merchants Refrigerating Co., New York, announces that Clive C. Berkeley, vice-president and general manager of Merchants Refrigerating Co. of California, is now a vice-president of Merchants Refrigerating Co., but continues also to hold his former position. Mr. Berkeley, formerly located at the Modesto, Calif., plant, since Nov. 15 has made his headquarters at the executive office, 17 Varick St., New York. Charles H. Condrey is now manager of the Modesto operation.

Merchants Refrigerating Co. owns and operates nine refrigerated warehouses: in New York, Jersey City, Newark, Buffalo, St. Louis, Hopkins, Minnesota and Modesto, and is building a new warehouse at Vinita Park, Mo.

Aqua-Pak Engines Described In New Universal Folder

Features of the Aqua-Pak V-drive engine are described in a colorful new 4-page folder issued by the Universal Motor Co., manufacturers of 100% marine engines. The folder, giving full details of both 25-hp. and 65-hp. models, together with scale drawings and propeller suggestions for most efficient operation in various types of boats, may be had on request from Universal Motor Co., 555 Universal Drive, Oshkosh, Wis.

Pictures and drawings in the folder, with "how-to-install" instructions, show many applications of these space-saving 4-cycle engines in boats of 15 feet up.

Cincotta Bros. Add Preservative Line

Cincotta Bros., San Francisco and Monterey fishermen's supply house, has been appointed a distributor of "Penetrol", an exclusive-formula product for marine and other uses in preserving wood, stopping rust, reducing paint peeling, etc., it is announced by Tony Cincotta, owner of the company.

W. Gordon White Now Heads Prominent Instrument Firm

Wilfrid O. White & Sons, Inc., Boston, manufacturers of navigational equipment, recently elected W. Gordon White president, succeeding his father, the late Wilfrid O. White, the founder of the company. Robert E. White was chosen executive vice-president and treasurer.

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Now Available

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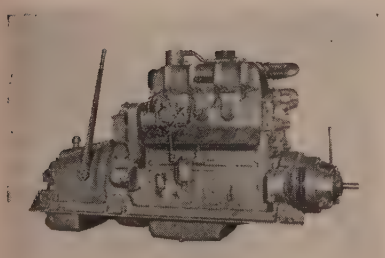
THE P&H DIESEL

how it kicked some old ideas in the teeth



Series C-18 P&H Marine Diesels — now with *single*, fully self-contained fuel pump; perfect timing and balance for each cylinder. 30 to 255 horsepower, two-cycle. 2, 3, 4, 6-cylinder models, speeds up to 1800 r.p.m. Also marine diesel-generating sets.

Old idea: that diesels had just about reached the limit of efficiency. Then came the P&H — and a new high in horsepower per pound of engine weight.

Old idea: that diesels were costly by nature, $20.00 a horsepower and more. Then P&H drove the price down to a record low — $16.32.

Old idea: that horsepower ratings must always be tricky. P&H chose a new rating — horsepower measured right at the driveshaft, where every bit of it works for you.

The best idea, of course, is to learn *all* the ways this engine gives you more for your money. We'll be glad to send you the full story; write P&H Diesel Engine Division, Harnischfeger Corporation, Crystal Lake, Illinois.

HARNISCHFEGER

Apex Marine & Equipment Co., 2100 Westlake Ave., North, Seattle, Wash.
Industrial & Marine Engines, Inc., 804 East Anaheim St., Wilmington, Calif.
Parker Diesel Engineering Co., 945 - 19th Ave., Oakland, Calif.

Cold Storage Life Of Various Rockfish

Studies on fillets of Pacific Coast rockfish have shown that the various species differ greatly in palatability, texture, and cold storage keeping quality. One of the rockfish which has been proven superior in these respects is the Pacific Ocean Perch. This species is normally taken in deep water off the coasts of northern California, Oregon, Washington and British Columbia.

Generally when trawling for "perch," several other varieties of rockfish are mixed with the catch. Because of the difficulty of separating them, or because they represent a small portion of the total catch, they are at times filleted along with the perch.

This practice may be harmful to the long-range development of Ocean Perch markets, as the palatability and cold storage life of other deep-water species may be much poorer than for perch. Two species of deep-water rockfish landed along with perch catches have recently been reported on by the U. S. Fish and Wildlife Service technological section.

Cold storage and taste tests were carried out on the black-tip rockfish and the flag rockfish. The black-tip rockfish closely resembles perch in color, but differs in having a white body-cavity lining, whereas perch have black. The flag rockfish is easily identified by the carmine red bars along the sides.

Tests indicated that fillets of the flag rockfish were not suitable for cold storage, while the black-tip rockfish has a storage life of four to six months.

Central Calif. Sardine Receipts Increase

Central California sardine plants were enjoying a mild boom in October, when some 1,900 tons of sardines were trucked into San Francisco, and 9,817 tons into Monterey and Moss Landing from southern California points. Last year at this time but 440 tons had been received at San Francisco and 7,081 at Monterey and Moss Landing.

Two sardine canneries in San Francisco—J-D Packing Co. and Northern Packing Co.—were working; in Moss Landing, Santa Cruz Canning Co., and at Monterey, Hovden Food Products Co., Ferrante Packing Co., California Packing Corp., San Xavier Fish Packing Co., and Enterprise Packers. Peninsula Packing Co. was devoting all its efforts to canning tuna.

San Francisco Firms In New Location

Collins Bros. and Boyd-Collins Co., affiliated San Francisco canned, fresh and frozen sea food firms, are now located at new offices at 25 California St., according to Larry and Clark Collins, owners of the businesses. The telephone remains the same: YUkon 2-0900; and the TWX the same: SF 1135.

Hinsdale Succeeds Ellis On Oregon Commission

Howard O. Hinsdale, Reedsport, was recently appointed by Gov. Paul Patterson of Oregon as a member of the State Fish Commission, succeeding Donald Ellis, whose term expired. Mr. Hinsdale took his new post at the Commission meeting of Oct. 11.

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PROPELLER SHAFT

ON THE PACIFIC COAST

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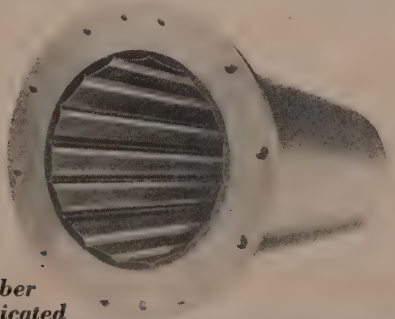
If you fish for a living you know the importance of dependable propeller shaft bearings. The kind that gives years of trouble-free, QUIET operation. The kind that saves shafts and keeps boat out of drydock. That kind is CUTLESS—the soft rubber, water lubricated bearing —the bearing fishermen depend on to keep them fishing.



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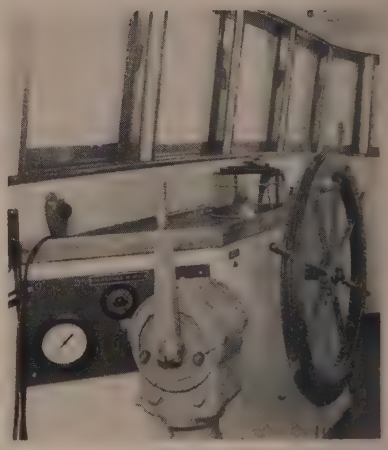
Engineers and National Distributors

Modern Clipper's Mechanical Masterpieces

Here is seen something of National Steel's system of steel construction, as well as the placement of the Fairbanks-Morse 960-hp. diesel. In front is Paul Preston, superintendent of construction.



In the wheelhouse of the **Independence,** showing the Sperry Magnetic Compass Pilot.

One of the four 6 x 6 Worthington compressors in **Independence's** refrigeration system.

Independence's shaft-alley (left), looking aft, showing the Fairbanks-Morse combination bait and brine pumps. Refrigeration equipment is located forward. At right is one of the Model 24 Murphy diesel auxiliaries—**Independence** and **Concho** are each equipped with two of them.

Two New Tuna Clippers

Are Token of Confidence In Future of Industry

● *Independence* and *Concho* are the second pair of new steel tuna clippers to come from National Steel & Shipbuilding Corporation, San Diego, to emphasize a feeling of optimism for the future of the tuna industry at the conclusion of its year 1955 and its entrance into 1956.

These welded steel ships are sisters, in construction and design, of the *Cabrillo* and *Dominator*. They came into life under the supervision of Paul Preston, superintendent, and the naval architecture of Wendell H. Calkins, utilizing the system of sub-assembly which has been highly perfected at National Steel.

Italo (Mac) Lavorini, the **Concho's** chief engineer: formerly chief on the **Carol Virginia.**

Independence was first, and is under the command of veteran tuna fisherman J. E. Mellusi. She is owned by J. Lewey Land, M. J. Coen, Earl L. Combest, M. L. Gear, Robert W. McClure and Fred C. Berger, investors from the Middle West. Engineer is Earl Hickey, one of the most able men in the fleet, and formerly aboard the *Mary Barbara*.

Concho has Peter Giacalone as captain. Chief engineer is Italo "Mac" Lavarini, formerly of the *Carol Virginia*. Together the vessels represent a million dollars' worth of confidence in the tuna industry of Southern California. Both vessels will fish for Westgate-California Tuna Packing Co.

● The boats are 127′ long, with a moulded beam of 30′ 6″ and a moulded depth of 14′ 6″. Maximum draft aft, loaded, is 15′ 8″; fish carrying capacity, 340 tons. The second pair of clippers differs from the first in choice of propulsion, auxiliaries, gears, anchor windlass and deck cargo winches.

Both the *Independence* and *Concho* are powered with Fairbanks-Morse opposed-piston diesels, 960-hp. Auxiliaries are 6-cyl. Murphy diesels, two on each vessel, working 125-kw. generating plants with Ingersoll-Rand air-starters.

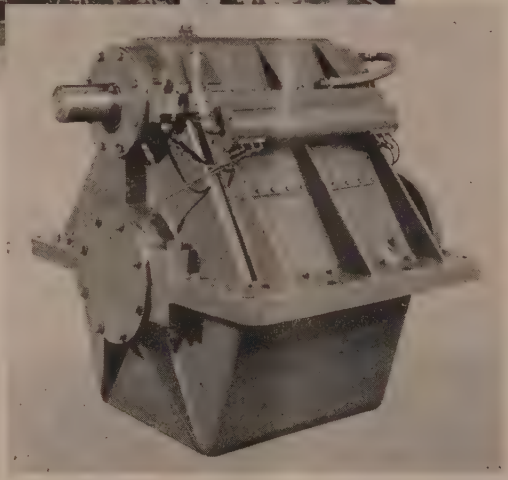
In this pair of clippers, the anchor

Peter Giacalone, skipper of the **Concho**

Geared for Greater Dependability with WESTERN GEAR Sea-Master.

When tuna are running, the boat that loads up, makes port and turns around fast for another payload is the boat that shows more profit at the end of the season. Mechanical equipment that you can count on is a must! That's why Sea-Master reduction gears, designed and manufactured by Western Gear, were specified for the new "Independence", "Concho" and sister ships in the tuna fleet now under construction by the National Steel & Shipbuilding Corporation at San Diego. Their engineers know they can rely on Sea-Master units to bring them into port and out again with no time lost!

Launching of "Independence", one of a fleet of new tuna clippers under construction by the National Steel & Shipbuilding Corporation at San Diego, Calif. Power is provided by a Fairbanks-Morse engine rated 960 HP at 720 RPM. Inset shows Western Gear Sea-Master 3:1 reduction gear Model 210MGV230.



For dependable reduction gearing in your vessel be sure to specify Sea-Master. It will pay you in more profits at the end of the season. Write today for the Sea-Master story. Complete range of reduction gears from 150 HP to 50,000 HP in standard and special designs and hydraulic reverse and reduction gears to 500 HP.

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ENGINEERS AND MANUFACTURERS

windlass and deck cargo winches are of National Steel design and manufacture. Propellers are again five-bladed Coolidges, as on the *Cabrillo* and *Dominator*.

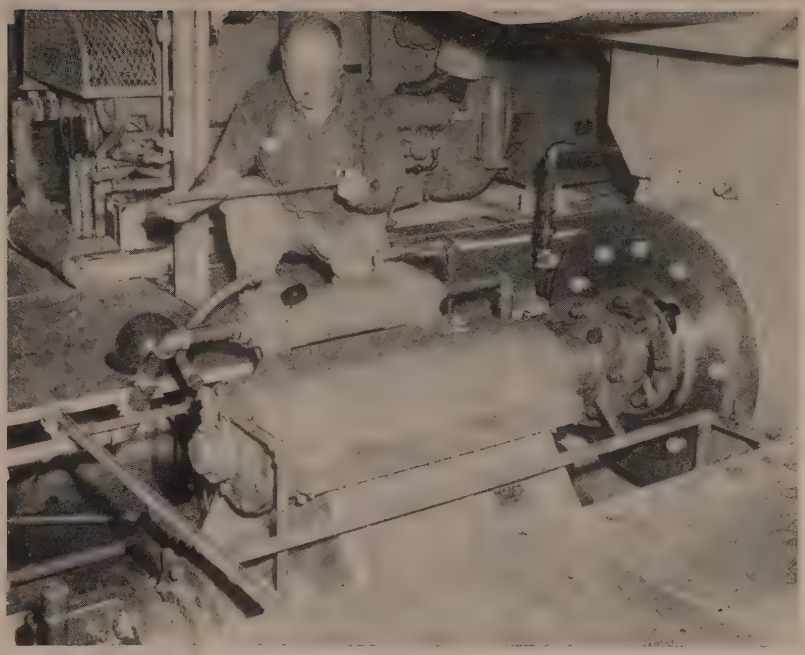
A 3:1 Sea-Master reduction gear, Model 210 MGV 230, manufactured by Western Gear - Seattle Works, has been installed in each of these newest boats, and engine and gear are coupled with Thomas flexible coupling.

● The hulls are built on a standardized production basis, with plans completely detailed. In addition to increased production efficiency, National Steel believes this type of repetitive construction makes for improved quality of workmanship, since the workmen become more familiar with details and are better able to plan work ahead so as to avoid numerous small conflicts and difficulties.

In the construction of a tuna clipper, primary design considerations must keep in mind that fishing operations require a low deck at the stern, almost always the carrying of large volumes of water both above and below deck, and a capacity of deck space around the stern sufficient for handling 20 to 25 tons of freshly caught fish.

These requirements create a reduction of stability and reserve buoyancy to the extent that extremely thorough and careful engineering is necessary to avoid producing a dangerously cranky and unstable vessel.

With this in mind, architect and builder wanted these vessels to have sufficient beam and void flotation space in the stern and shaft alley to give ample flotation and stability. The rapid rise of the deck line forward of the bait tank gives adequate freeboard amidships. The full watertight transverse bulkhead at the aft end of the galley also contributes very greatly to stability, by eliminating the side alleys with low freeboard at the dangerous wing doors, declares National Steel.



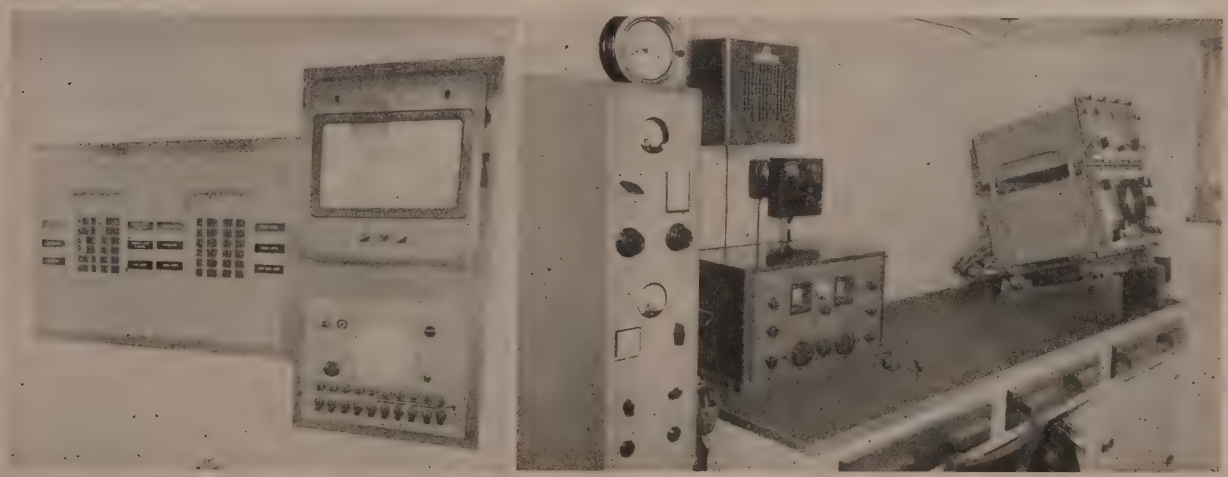
Hugh Hitchcock, outfitting supt. of new construction, National Steel & Shipbuilding Corp., checks the Western Gear "Sea-Master" Model 210 MGV 230 reduction gear, working with the Fairbanks-Morse diesel on the **Independence.** The sister-ship, **Concho,** has an identical installation.

● In the *Independence* and *Concho,* important improvements in detail have been made. For example, certain structural members have been increased in size to fall into line with the requirements of the American Bureau of Shipping. Also the bait box canopy is longer and wider to provide more room for storage of bait receivers; and the space for exhaust pipes has been enlarged. The galley ventilation system has larger capacity; the fuel oil capacity of the double-bottom tanks has been increased, and many details of the piping systems have been simplified and improved.

Approximately 290 tons of fish can be carried in bait and brine wells below deck, and 50 tons in bait boxes above deck.

A powerful blower, located in the fan-room just aft of the chartroom, pulls a large volume of air from the shaded, cool area aft of the galley, through the portlights in the watertight bulkhead and across the galley space to the vent intake located over the galley range. This arrangement produces an unusually cool galley.

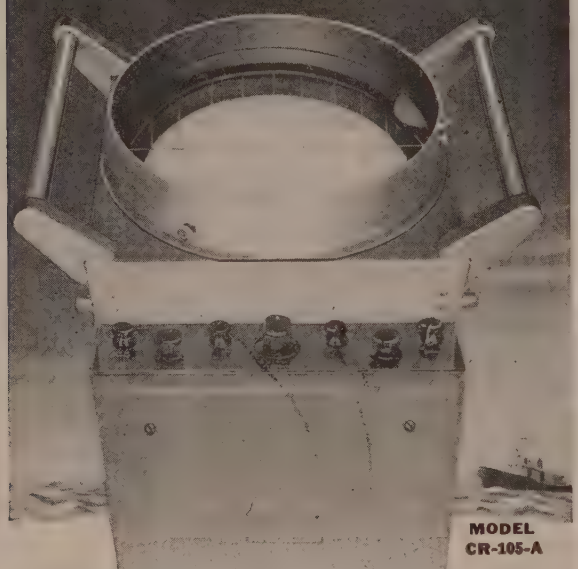
Ventilation of other spaces in the *Independence* and *Concho* also came in for study and improvement. In



Raytheon's recording Fathometer, and switchboard as engineered by Ets-Hokin & Galvan, are seen at left. On left-hand side of the other photo is the Model P 400 Pacific Electronics transmitter, combining high-seas frequencies, with Hammerlund receiver; at right, the radar set. These were all taken on the **Independence,** but the **Concho's** installations are identical.

New Radiomarine Small Boat Radar

- Saves Money
- Saves Space
- Saves Power



MODEL CR-105-A

Especially designed for vessels on which space and power are limited, Radiomarine's new CR-105-A Radar offers you the EXTRA features that give you MAXIMUM PERFORMANCE—MAXIMUM CONVENIENCE—MINIMUM MAINTENANCE. Only two basic units—indicator and antenna. Indicator is in deck mounted binnacle . . . keeps picture tube high for best viewing . . . requires less than two square feet of deck space. Antenna is lightweight . . . only 105 pounds. Instant selection of 1-2-4-12-32 mile ranges helps you navigate through foul weather and traffic hazards to cut your trip-time, boost your profits. You'll read the clear, bright pictures on its 10-inch scope easier . . . service it quicker with the easy-access chassis. And here's another saving . . . the Radiomarine CR-105-A requires only 600 watts from ship's battery or other D.C. power supply. Find out more about the new Radiomarine CR-105-A . . . it can mean greater profits for you right now.

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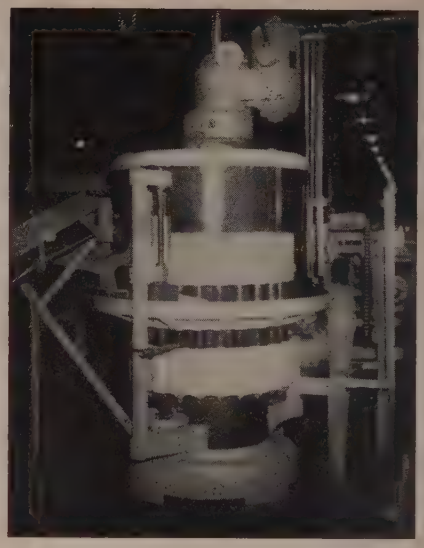

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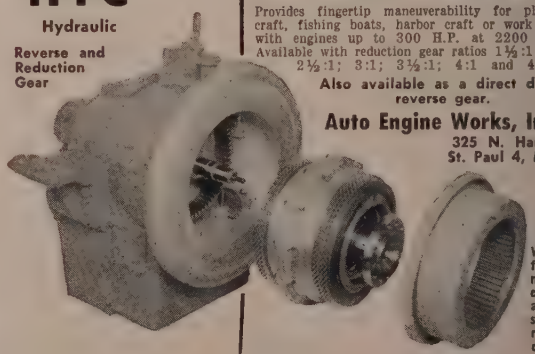

Write for new catalog and specify ratio desired

ventilating the engine room, the principle was followed that, in addition to supplying fresh air, it is necessary to remove excess heat generated by the machinery. To accomplish this, a powerful exhaust blower is installed in the fan-room on the bridge-deck of each clipper.

● Mast and boom on each clipper are fabricated of welded steel and have a three-ton capacity. The boom is extended to give sufficient length for hoisting an airplane off the bait canopy, if required. Stainless steel wire rope is used for standing rigging. The usual ratlines are omitted, and the top of the mast is reached by steel rungs welded to each side of the mast.

Propeller shafting is 6½" diameter, with the tailshaft section made of Monel for high resistance to corrosion. A Goodrich Cutless rubber bearing is used for the outboard bearing in the stern tube of each vessel.

For brine and bait water-circulation, the National Steel system of individual dual-purpose pumps at each well is used. A total of fifteen 4" x 5" vertical Fairbanks - Morse centrifugal pumps are used for bait water and brine pumping. Fairbanks, Morse & Co. also provided the sanitary, bilge, fire, condenser, circulation and F.O. transfer pumps.

● Steering is by Sperry's Magnetic Compass Pilot, supplied through the company's San Diego office, sensing by a Sperry rotary hydraulic steering engine.

Raytheon Manufacturing Co. supplied the Fathometer, so essential in today's tuna fishing operations. And there's a radar set aboard each boat.

During construction of the hull great care was exercised to prepare surfaces properly for the anti-corrosive coatings. All mill-scale, dirt and slag on welds were thoroughly removed by sand-blasting all the parts of the *Independence* and *Concho*. This preparation and actual application of the coatings is materially aided by the builder's practice of building the hull in planned sub-assemblies. Vinyl plastic paints are used exclusively for protection of the steel parts.

For the brine refrigeration system, four 6 x 6 ammonia compressors are used on the *Independence*, each with a capacity of 27.6 refrigeration tons. On the *Concho* there are three new high-speed compressors. Each compressor is driven by a 30-hp. motor. A 3 x 3 ammonia compressor is used for the refrigeration of the galley meat and vegetable storerooms.

List of Equipment

On the *Independence* and *Concho*

Principal items of equipment installed on these vessels are as follows:

Propulsion Unit—Fairbanks, Morse & Co., Opposed Piston Model 38D8 ⅛ Diesel, 960 hp.

Reduction Gear—Western Gear "Sea Master", Model 210MGV 230, 3:1.

Auxiliaries—Two Model 24 Murphy Diesels with Ingersoll-Rand air-starting motors.

Generators—125-KW units from Electric Machinery Co., Los Angeles.

Electric Motors—Fairbanks, Morse & Co.

Electric Motor Starters — Cutler-Hammer.

Propellers—Five-bladed Coolidges.

Stern Bearings—Goodrich Cutless Rubber.

Shafting—Monel Tail Shafts, 6½" diam., Pacific Metals Co., Los Angeles.

Couplings—Thomas Flexible Coupling Co.

Pumps (all types)—Fairbanks, Morse & Co.

Compressors for Brine Refrigeration System—Worthington Corporation.

Steering—Sperry Magnetic Compass Pilot.

Depth Sounder—Raytheon Mfg. Co. Model DE-103, 600-fathom recorder.

Radiotelephone Equipment—Pacific Electronics.

Anti-Corrosive Vinyl Plastics — Amercoat.

Paints (Deckhouse, etc.)—American Marine Paint Co.

Switchboard—Ets-Hokin & Galvan.

Fire Protection—CO-Two Fire Equipment Co.

Deck Coverings—Astra Flooring Co. Magnesite.

Interior Communication System — Radio Parts Co.

Anchor Windlass, Deck Cargo Winches—National Steel & Shipbuilding Co.

Tenders (2)—Driscoll Boat Works, with 100-hp. Lathrop Engines, Walters V-Drive.

Skiffs (2)—Boyce Boat Works.

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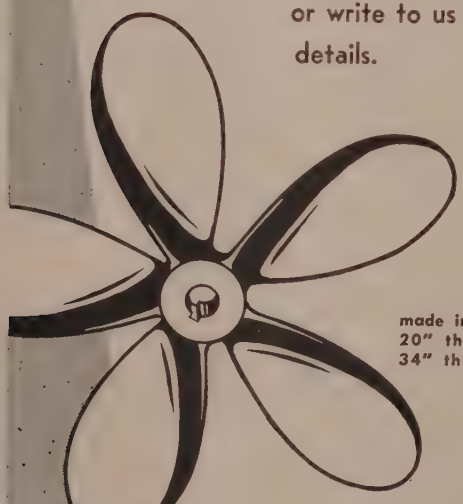

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SAN DIEGO: Geo Tartt & Co., 768 State St., Phone Belmont 27242
NEWPORT BEACH: Lido Shipyards, 900 31st St., Phone Harbor 301

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"Green Breaker"

PINK
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"Golden West"—"Golden Glow"

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FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

December, 1955

Primary Canned Salmon Market Near Clean-Up

With the holidays near at hand and nearby consuming requirements provided for, buyers' interested in canned salmon has fallen to a rather low ebb in recent weeks; while sales agencies are still engaged in "scratch fishing" for anything they can get to augment short deliveries and meet demands expected after the turn of the year.

Sellers in general are agreed that the cleanup of first-hand stocks, for this stage of the marketing year, is unprecedented. Some estimate that fully half the 1955 pack had been shipped from the Coast by the end of October, and most of what remains is either definitely committed or held to cover the known needs of regular customers. Practically nothing is now being offered on the open market except Pink halves, and not many of those from domestic sources.

Two most striking developments of late have been issuance of second licenses under the British dollar allocation for purchase of North American canned salmon, and importation of Japanese Pinks to supplement the scant domestic supply.

The substantial increase in the British allocation over what had been expected caused considerable activity and intensified the shortage already existing. It appears that buyers for British account had, to a considerable extent, anticipated these requirements earlier, and it was found possible to cover the greater part—but not all—of this extra demand. In the absence of Sockeyes, the later British purchases in this country consisted mostly of Cohoes.

A number of Pacific Coast sellers have been contracting for Japanese Pinks in considerable volume, and substantial quantities were arriving by early November, with larger shipments to follow. As this issue closed, it was said in some quarters that few more Pinks were available in Japan for sale to this country.

Most of the Japanese Pinks are in halves, with very few talls. A Tokyo estimate in October figured "prospective" exports to North America at almost 240,000 full cases; if this is anything like correct, there should be enough of this item to carry the trade until new pack. Incidentally, it may be mentioned that the marketing of these Japanese goods presents some problems to American distributors.

Meanwhile, the primary market for Pinks—both halves and talls—remains quite firm, with domestic stocks getting down to small compass; no more Canadian Pinks being available since issuance of the new British licenses. There are a few talls left—but very few.

Of course, there is more or less stock in all lines unsold, but held for account of customers; but this is not openly offered and, in the absence of current offerings of most items in any quantity, most of the prices quoted are little more than nominal.

Puget Sound Sockeye halves and Alaska Red talls are, for all practical purposes, off the market; and Red halves are available only in very small quantity from a few sources. Coho and Chum talls also appear to be cleaned up; and prices on all of these items, when any can be found, are somewhat higher than last quoted. Many buyers are seeking in vain to get more Red talls, and Chums in both sizes. Cohoes in halves and quarters, and Alaska Chinook halves, are very scarce, but some were still obtainable up to early November.

SEATTLE SALMON PRICES

Primary-market prices, quoted in Seattle at presstime for cases of 48 cans, f.o.b. North Pacific terminals. Some items under advertised brands are priced somewhat higher. Because of very limited offerings, the quotations on most items are little more than nominal.

Puget Sockeye, halves	$21.00
Alaska Red or Sockeye, talls	33.00
Alaska Red or Sockeye, halves	20.00
Pink, talls	22.00-23.00
Pink, halves	12.50-13.50
Chum, talls	20.00
Chum, halves	11.50-12.00
Coho, talls	28.00-29.00
Coho, halves	15.50-16.00
Coho, quarters	9.50
Chinook, Alaska, halves	16.50-17.50
Chinook, Col. R. fcy., halves	21.00
Chinook, Col. R. fcy., quarters	11.75

Little October Canning In So. Calif. Plants

Production of canned tuna in Southern California was practically nil in October, because of the strikes of cannery workers and operating engineers, although one plant in San Diego resumed operation late in the month, unloading from boats alongside 321 tons of Yellowfin, 1,243 tons of Skipjack and 5 tons of Albacore. A northern California packer, however, canned 190 tons of Japanese Yellowfin, producing 6,603 cases.

Star-Kist's High Seas cannery at San Diego was reopened in early November with John Xitco as superintendent, and was endeavoring to take tuna as quickly as possible from bait boats long held in port.

Several canneries in the Los Angeles-Long Beach area, consistent buyers of mackerel, etc., were not closed by the strike, and these in October processed 980 tons of mackerel, packing 20,752 cases; 1,872 tons of sardines, 77,121 cases and 16½ tons of anchovies, 715 cases.

BREAST-O'-CHICKEN TUNA, INC.
28th Street and Harbor Dr. San Diego, Cal.

U. K. Salmon Requirements Are Above Expectations

● The United Kingdom indicated its readiness to buy about $8,400,000 worth of canned salmon in North America this year, compared with last year's total of $7,000,000. This is considerably more than the industry had expected, and in late October-early November buyers were scouring the market, seeking to fill orders from stocks already rather depleted.

It was considered doubtful whether Britain could fill its requirements in this market at present: it might decide to wait and take a chance on the early 1956 pack, though the present licenses are good only until June 30. Even if the orders could not be filled now, the increased demand was hailed as an indication of Britain's continuing interest in canned salmon from this area, and of her ability to find the dollars for such purchases.

How the total British requirement would be divided between the U.S. and Canada was difficult to determine, although Canada has traditionally had the larger share. Nor was it clear how the order would be allocated by variety. It was pretty obvious that U. K. would be unable to augment its purchases of Sockeye except in negligible quantity, because of the disappointing run this year. Most of the purchases, it was expected, would probably consist of Pinks and Cohoes. The British market is not now interested in Chums.

The second British purchase license of the year for North America was for £ 3,000,000, compared with total licenses last year of £ 5,000,000. The license to purchase in Japan called for expenditure up to £ 4,700,000. The British purchasing mission in Japan had tried to buy £ 6,000,000 worth, but was unable to do so, and the increase of the North American license may have been partly attributable to that failure.

Earlier in the year it had been intimated by the British government that dollars for the purchase of canned salmon in North America would be allotted in two licenses: the first of them being for half the total from the 1954 pack. The assumption was that the license for the second half would be for the same amount, so that total 1955 purchases would be the same as for 1954. But when the second license was actually issued, it called for 50% more than the first, so that the total for this year is about 25% higher than the total for 1954.

Southern Calif. Tuna Cutting Set for Dec. 8

December 8 has been set as the date for Southern California's Tuna Cutting, sponsored each year by the California Fish Canners Association, in cooperation with the National Canners Association.

Two other meetings of the fish canning industry and its associates are scheduled to precede the cutting: on Dec. 6 there will be a sanitation conference, conducted by the National Canners Association; on Dec. 7, a symposium on quality of raw fish, related to the study planned by the California Fish and Game Commission, utilizing $10,000 in Salsonstall-Kennedy funds, which is concentrated on the handling and freezing of tuna at sea.

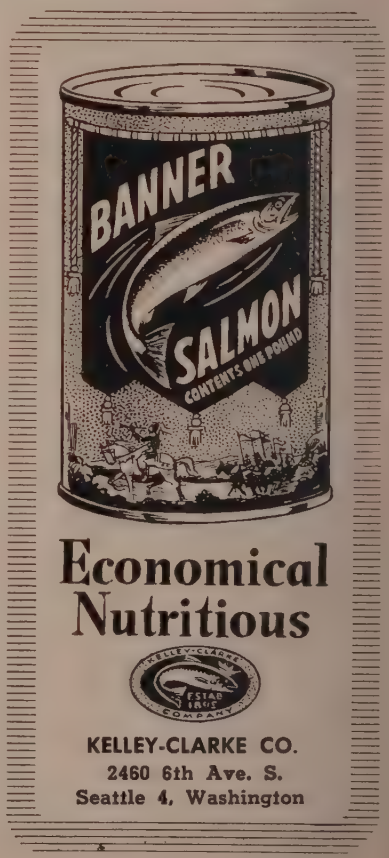
Thomas Ivey Heads Cannery Workers Union

Thomas Ivey was elected head of the Cannery Workers Union at Terminal Island, Calif., in balloting which took place during the period of that union's recent strike. He succeeds James Waugh, who has headed this union since 1937.

Standard Fisheries Gets New Trucks

Standard Fisheries Corp., San Francisco, now has a brand new fleet of trucks—two Fords and a GMC. All are painted green, with attractive signs on the sides.

Baffin Brand ... World's Finest Lobster Tails and Lobster Tail Splits
National Sales Representative
Robert L. Stix, Inc., 260 West Broadway, N. Y. 13



Estimate of Japanese Canned Salmon Exports

The following estimates of prospective exports of 1955 Japanese canned salmon, obtained in October from industry sources, may represent, in part, contracts not concluded and exports which may not be realized. (Figures represent cases equivalent to 96 8-oz. cans.)

Destination	Red	Chum	Pink	Silver & King	Total
United Kingdom	*532,254	.....	152,786	95,428	780,468
Ireland	12,040	.....	250	.....	12,290
Australia	61,538	9,980	23,463	3,766	98,747
North America	1,000	.....	239,640	.....	240,640
Europe	1,100	68,700	167,299	290	237,389
Africa	20	.....	50	.....	70
S. E. Asia	.....	.....	25	.....	..
Other	185	.....	405	.....	590
Total	608,117	78,680	583,843	99,484	1,370,124

*Subject to negotiation; later, it was tentatively decided to set British purchases of Reds at about 400,000 cases.

Canned Salmon Pack Shows Good Quality

This year's American canned salmon pack, though short in quantity, makes a very good showing in the matter of quality, according to Walter V. Yonker, chief examiner for the pack inspection service of the Northwest Branch, National Canners Association. This comment was made at the second fall meeting, Nov. 2, of the Northwest Salmon Canners Association, and was based on examination of the greater part of the 1955 production.

Mr. Yonker congratulated the packers on the good showing, stating that the pack showed evidence of marked improvement in the handling of the raw fish: that the percentage that could be graded as "below average" was considerably smaller than usual; that rating for the factor of freshness was, in general, higher, and little that was subject to serious criticism had been discovered.

As a matter of curiosity, the Northwest Branch laboratory has also examined some samples of Japanese Pinks, mostly purchased from Seattle retailers. These, mostly halves, were hand-filled, and all considerably overweight. Workmanship was good; no spoilage was found; color was about average, perhaps a bit on the pale side; the fish were very small, but remarkably high in oil, with no perceptible evidence that oil had been added.

Warren Boyd Passes

Warren Boyd, formerly of Boyd-Collins Co., San Francisco seafood brokerage house, died recently at the age of 73, after a long illness.

Edward H. Chelling was recently appointed sales manager of the J. R. Barry & Co., handling canned tuna, sardines, mackerel, etc., packed by California Marine Curing & Packing Co., of which Max Gorby is president.

3 New Vice-Presidents For B.C. Packers, Ltd.

Three new vice presidents of B.C. Packers, Ltd., were created this year following the company's annual meeting in Vancouver. They are Norman Hyland, general sales manager; Ken F. Fraser, in charge of the company's western operations, and William Harrison, who has directed price and labor negotiations for several years.

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COLUMBIA RIVER PACKERS ASSN., Inc.
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They Add Up To A Lot of Sales!
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Desmond Now Vice-Pres. Of F. E. Booth Co., Inc.

A. L. "Al" Desmond, popular general sales manager of F. E. Booth Co., Inc., San Francisco fish, vegetable, and fruit canners, has been elected a vice-president of the concern. Mr. Desmond has been with F. E. Booth Co. for the past 25 years, 15 years of that time as general sales manager, in which position he will continue.

Crest Importing Co. Adds New Shrimp Sources

Crest Importing Co., San Diego, headed by J. W. Willis, recently added several producers of West Coast of Mexico shrimp to the Crest family. The latest additions are Productos Marinos de Guaymas, S.A., and Mariscos Congelados del Pacifico, S.A., also of Guaymas; and for the coming season, Crest will also handle production from Victor Estrella's Puerto Penasco operations.

Mr. Willis states that the Productos Marinos is the original shrimp-freezing plant on the West Coast of Mexico.

New brokers for Crest include Fish Brokerage Co., Minneapolis, and Buffalo Cooked Shrimp Co., Buffalo. The San Diego firm sells under the Crest, Mark and Compass labels.

During the past year Crest introduced a new quality pack: a 5-lb. package of frozen peeled and deveined shrimp, graded in sizes U/20, 21/26, 27/31 and 32/40. The use of this pack in the institutional trade reduces labor of preparation. When thawed, it is ready for use. Also new is the 2-lb. layer pack. Cartons are designed and manufactured by Marathon.

Besides the new accounts mentioned above, Crest also represents Congeladora del Pacific; Refrigeradora del Noroeste; Productos Congelados; Pesquera de Los Mochis; Congeladora de Salina Cruz; Pesquera e Industrielizadora de Guaymas; Ismael Almada de Guaymas; and Jose Angel Castro de Culiacan.

Two of these plants—Refrigeradora del Noroeste, S.A., Mazatlan, and Congeladora de Salina Cruz, S.A. — are processing, by hand, the peeled and de-veined shrimp.

Mr. and Mrs. Ray Lemoi, who recently took over the W. A. Burke Co., Los Angeles seafood brokerage.

Los Angeles Brokerage House Changes Hands

The W. A. Burke Co., Los Angeles, has been taken over by Ray Lemoi and Mrs. Lemoi in its operation as a seafood brokerage. Mr. Burke has retired after many years in the industry, having pioneered the importation of West Coast of Mexico shrimp.

Mr. Lemoi was associated with Mr. Burke and was formerly manager of Ocean Foods Corp., Beverly Hills.

The firm represents as a broker the various Paladini operations; Main Fish Co. and McCallum-Legaz Fish Co., Seattle; Dahl Fish Co., Bellingham; and handles Guaymas shrimp, eastern oysters and a complete line of imported Japanese products.

Processing of Japanese 1955 Salmon Catch

The following unofficial figures, forwarded by the U. S. embassy in Tokyo, show the approximate quantities of the Japanese salmon catch canned, frozen and salted.

Species	Canned (Cases*)	Frozen (Millions of Lbs.)	Salted (Millions of Lbs.)
Red	626,604	4.0	2.5
Chum	296,307	17.0	32.1
Pink	574,594	14.7	7.9
Coho	169,673	2.6	.....
King	3,133	0.3	.....
Other	13,789	1.4	2.0
Total	1,684,100	40.0	44.5

*Cases equivalent to 96 8-oz. cans.

British Buying of Red Salmon in Japan

Tentative decision to set British purchases of Japanese Red salmon at about 400,000 cases, valued at approximately $12,500,000, was reached in October by British and Japanese negotiators working on the payments agreement for the second half of the Japanese fiscal year, Oct. 1 to March 31. Though double last year's purchases, this is said to be a disappointment to the Japanese, who had hoped that British purchases would amount to some 700,000 cases.

Provisional Fish Stick Standards Drafted

A provisional draft of proposed "U.S. Standards for Grades of Frozen Fried Fish Sticks" was submitted to the industry in October by the Fish and Wildlife Service, with request for comments and suggestions to be received up to Nov. 10. This is a result of the processors' actions at the 1954 convention of the National Fisheries Institute: committees then appointed having requested assistance of FAWS in developing such standards for voluntary adoption.

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NEW: Fresh Frozen CREST and COMPASS Brand Peeled and Deveined Shrimp (5-lb. Packages)

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HIGH PROTEIN MEAL. It has been proven by actual laboratory tests that STANDARD low temperature drying produces up to 2½% more meal with at least 2% more protein than with high temperature drying.

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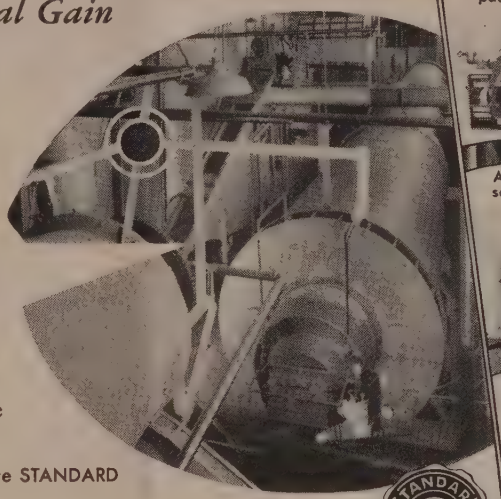
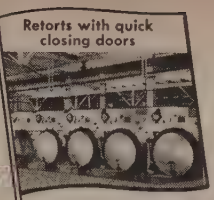
STANDARD low temperature dryers eliminate scorching and burnt odors... will not degrade or burn protein. Expensive vapor incinerators are eliminated.

FOR MORE NET PROFITS ... investigate STANDARD Fish Processing equipment, today!

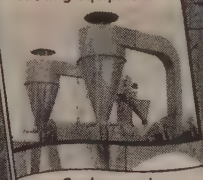


Retorts with quick closing doors



Conveyor type packing tables

Air conveying and sacking equipment



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ROEBLING

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Cooking, Packing and Picking California shrimp in the Eureka plant of the Tom Lazio Fish Co., Inc. Angelo Intersimone, manager, demonstrates how the cooked shrimp are brailed out of the cooking tank into wire baskets to be taken in to the picking and packing room, shown on the right. Middle photo shows the packing operation with 1-lb. cans of cooked and peeled California-ocean caught shrimp at Tom Lazio Fish Co.

Lazio's Calif. Shrimp Operations Yield Delicacy

● Tom Lazio Fish Co., Inc., Eureka, Calif., is one of the state's biggest producers of the succulent shrimp caught off California's coast.

It will be recalled that this fishery is a fairly recent development, but the Lazio company, as well as other producers are doing their best to build it into some prominence, as the product — cooked and peeled — is a real sea food delicacy.

Tom Lazio Fish Co., Inc., packs the cooked and peeled shrimp, which are about the same size as Alaska shrimp (perhaps a little bigger) in one and 5-lb. American Can Co. lithographed vacuum cans which are closed on Canco vacuum sealing machines. The product is marketed under the Lazio's Shelter Cove brand.

The shrimp is being brought in by the trawler *General Pershing*, Leonard Harrison and Albin Hawkins. The season opened May 1, and closes when a quota, set by the Department of Fish & Game, is reached. Schools are scattered and it takes many drags to get a couple of boxes of shrimp.

Angelo Intersimone, manager of Tom Lazio Fish Co., Inc., states that although fishing for the shrimp is laborious, and then picking and packing them by hand is costly, still the quality of the product offsets these disadvantages.

"We would be glad to hear from sea food distributors in other localities who might be interested in handling Lazio's Shelter Cove cooked and peeled shrimp, although it must be stressed that the quantity available is limited," said Mr. Intersimone. The company produced about 20,000-lbs. last year and hopes to better this considerably in 1955.

Death Takes Earl Ohmer

Earl Nicholas Ohmer, aged 72, pioneer and leading operator in the Alaska shrimp fishery, was found dead, presumably of heart failure, outside his home in Petersburg, Alaska, Oct. 26.

Mr. Ohmer was head of the Alaskan Glacier Seafood Co. of Petersburg, which he founded about 40 years ago, soon after coming to Alaska. Besides building up an important shrimp business, he took a prominent part in local and territorial activities, and for some time before his death was chairman of the Territorial Game Commission.

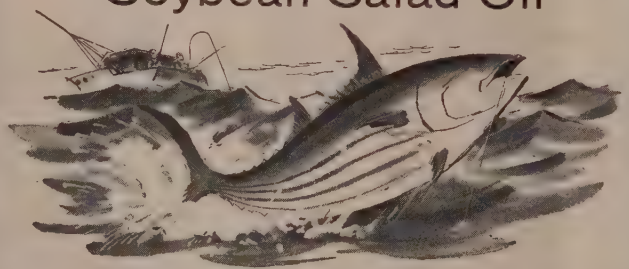
Northern Calif. Salmon Catch Increases

Considered generally satisfactory by both fishermen and operators, the 1955 salmon season at Eureka — May 1 to Sept. 30 — resulted in a total catch of 1,411,000 lbs., compared to 1,125,000 in 1954 and 595,300 in 1953. About 70 local boats and some 20 northern craft participated during most of the season.

A number of heavy runs developed in July and August, particularly in the vicinity of Cape Mendocino and northward toward Crescent City. Weather conditions favored the fishermen most of the season, and operations were interrupted only by one two-week tieup due to a temporary price dispute.

With small-boat operations suspended pending opening of the crab season Dec. 15, activity on the northern California coast has been limited to the dragboat fleet. Catches in this field remained good, although seasonal storms were expected to cut into operations during the late autumn. Dover sole, rockfish and petrale topped deliveries at Eureka in recent weeks.

You can bet your last FIN on **Archer "S"** America's finest Soybean Salad Oil



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These processors know that Archer "S" *keeps* the delicate tuna flavor. Helps build customer demand for their products—fast! That's because Archer "S" is refined and deodorized by a continuous ribbon process . . . cannot vary in quality. Every time you order Archer "S" Soybean Salad Oil, you get the *same* clarity of color . . . the *same* purity and blandness.

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HALIBUT AND SALMON
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LINES and LEADERS

Welcoming guests at the open house of the new Pacific Coast headquarters of DeLaval Pacific Co. and DeLaval Turbine Pacific Co. were top executives of the companies, including (from left) Earle C. Elvidge, vice-president and general manager, DeLaval Pacific Co.; W. A. McGill, vice-president, and C. B. Schmidt, president, of The DeLaval Separator Co., Poughkeepsie, N. Y. Above, the entrance to these companies' new headquarters and plant, Millbrae, Calif.

DeLaval Pacific Co. and the affiliated DeLaval Turbine Pacific Co. recently played host to over 600 dealers, suppliers and business associates at an "open house" in their new headquarters and plant at Millbrae, Calif., near the San Francisco International Airport. Guests were conducted on a tour of the offices, warehouse and completely equipped service shop on the 3-acre site, and saw a large display of DeLaval products.

Greeting the well-wishers were a number of top officials, including Earle C. Elvidge, vice-president and general manager of DeLaval Pacific Co., with C. B. Schmidt and W. A. McGill, president and vice-president, respectively, of the parent company, The DeLaval Separator Co., Poughkeepsie, N.Y.; James P. Stewart and Hans G. Bauer, president and vice-president of DeLaval Steam Turbine Co., Trenton, N.J., and Samuel P. Felix, vice-president and general manager of DeLaval Turbine Pacific Co.

Those firms were located separately in San Francisco for many years. They retain their separate corporate identities but, with many interests in common, they share their enlarged $600,000 facilities, which provide for better service to their customers and dealers throughout the Far West.

Henry J. Barbour, recently appointed manager of advertising and public relations of Fairbanks, Morse & Co. He succeeds L. A. Harlow, resigned. Mr. Barbour has been associated with Fairbanks, Morse & Co. for 31 years.

Art Belcher Advanced In Twin Disc Organization

A. W. (Art) Belcher, formerly in charge of the Seattle office of the Twin Disc Clutch Co., has been appointed district representative in charge of all West Coast sales and service, it is announced by N. F. Adamson, vice-president—sales. Mr. Belcher has transferred his headquarters to the Twin Disc Los Angeles district office, 2950 Leonis Blvd.

A. E. (Duke) Young, formerly district

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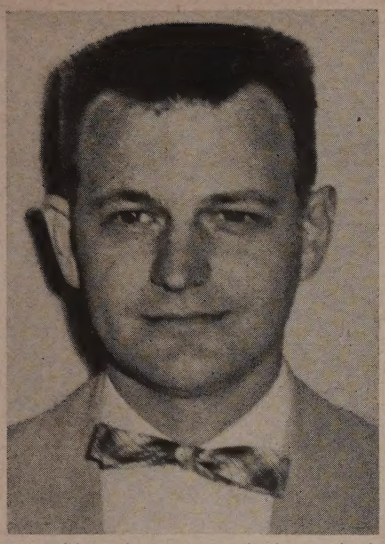

Art Belcher of Twin Disc Clutch Co., lately transferred from Seattle to Los Angeles, in charge of all West Coast sales and service.

manager in charge of the Seattle office, will continue his residence in Seattle, acting in a consulting capacity.

Pierce Tyrrell, formerly district manager at Los Angeles, has been promoted to industry manager—rubber tired vehicles, in the hydraulic division at Rockford, Ill.

These changes are first steps in a program of further expanding sales operations at Los Angeles, to provide more effective sales help in applying Twin Disc products on the West Coast.

Mr. Belcher will assist Twin Disc dealers and parts stations in maintaining the high standards of service previously established. These West Coast Dealers now include the following companies: Charles W. Carter Co., Los Angeles; Charles A. Fowler Co., San Francisco; California Equipment Co., San Francisco; Wilson Equipment Co., Ltd., Vancouver, B. C.; Hydra-Lines, Inc., Portland, Ore.; Power Transmission Products, Portland, Ore.; Bowers Machine Co., Seattle; Chain Gear, Inc., Seattle; California Truck & Industrial Equipment Co., Bakersfield, Calif.; N. A. D'Arcy Co., Huntington Park, Calif.

Cummins Co. Explains Turbodiesel Engines

What is a Turbodiesel? What are the advantages of turbocharging? How does a turbocharger work? How has turbocharging been applied to Cummins diesels?

The answers to these and many other questions on turbocharging can be found in an attractive, 16-page four-colored booklet by Cummins Engine Co.

Currently Cummins is producing five "Trubodiesels": the 175 hp. JT-6; the 250 hp. NT-6; the 262 hp. NTO-6; the 300 hp. NRT-6; and the 600 hp. VT-12.

Copies of this informative booklet may be obtained by writing Cummins Engine Co., Inc., Columbus, Indiana, or from any member of the worldwide network of Cummins distributors.

Canco Names Graaskamp Vice-Pres., Central Division

Lester W. Graaskamp, vice-president in the executive department and a director of the American Can Co., has been named vice-president in charge of the company's central division operations, succeeding Michael P. Cortilet, recently deceased.

In making this announcement, William C. Stolk, Canco president, mentions Mr. Graaskamp's wide experience in the company's central division, which he joined in 1920, later serving as a salesman in various western areas, and more recently as a higher executive in the New York headquarters.

Robert French (left) transferred from Portland to Seattle for Western Waxed Paper sales; (right) B. W. Launtz, who succeeds Mr. French in Oregon.

French Moves to Seattle For Western Waxed Paper

Robert French, who formerly covered sections of Portland, northern Oregon and southwestern Washington as sales representative of the Western Waxed Paper Division, Crown-Zellerbach Corp., was recently transferred to the Seattle office in the same capacity. B. W. Launtz, plant superintendent at Portland, has taken over Mr. French's former territory, and will also continue his activities in development of new Western Waxed Paper products.

These transfers are a result of the appointment of Frank Sardam, formerly a sales representative at Seattle, to assistant director of sales training for Crown Zellerbach, San Francisco.

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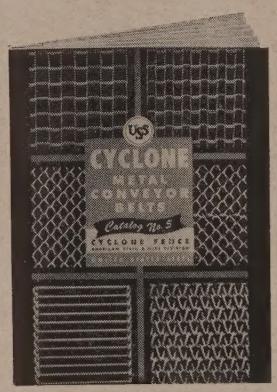

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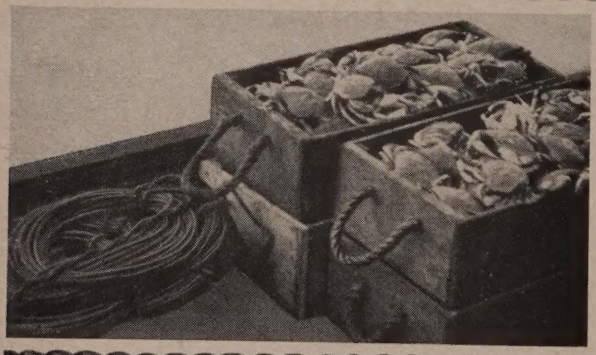

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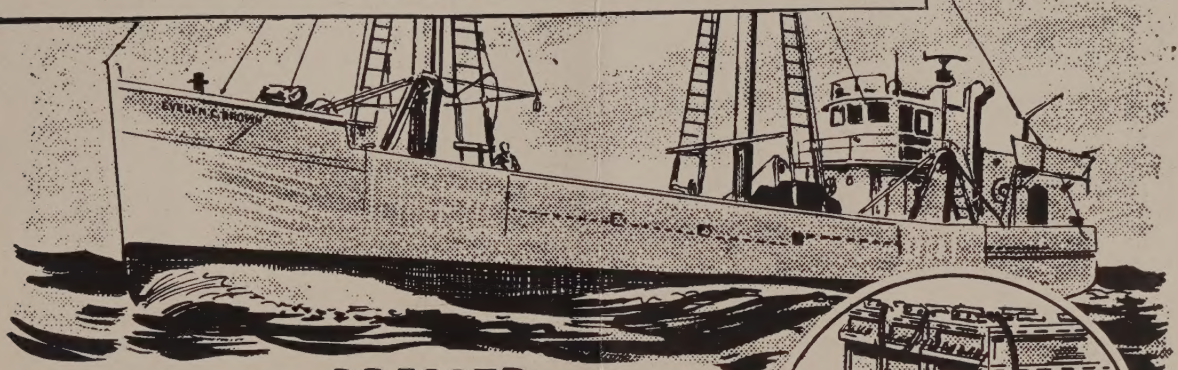

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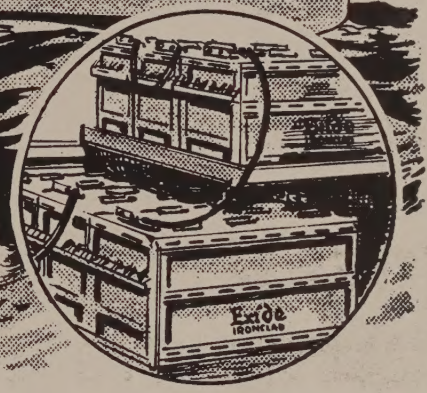

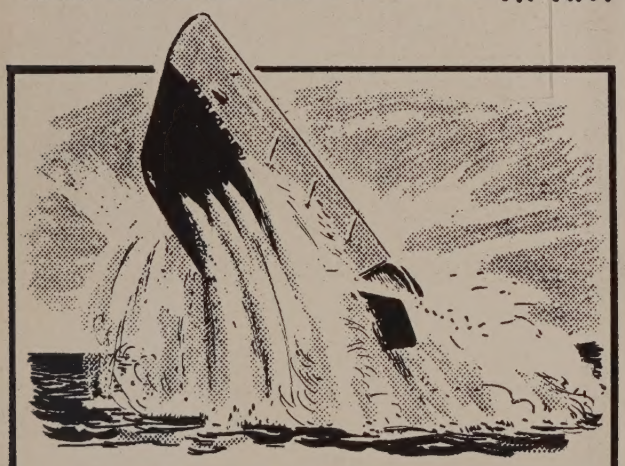

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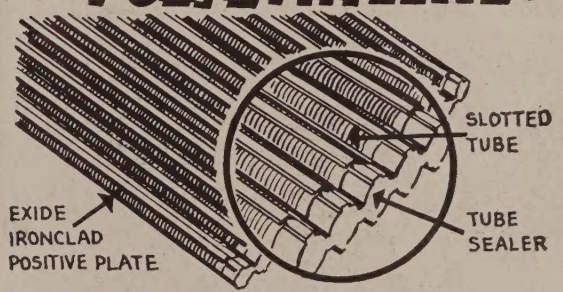

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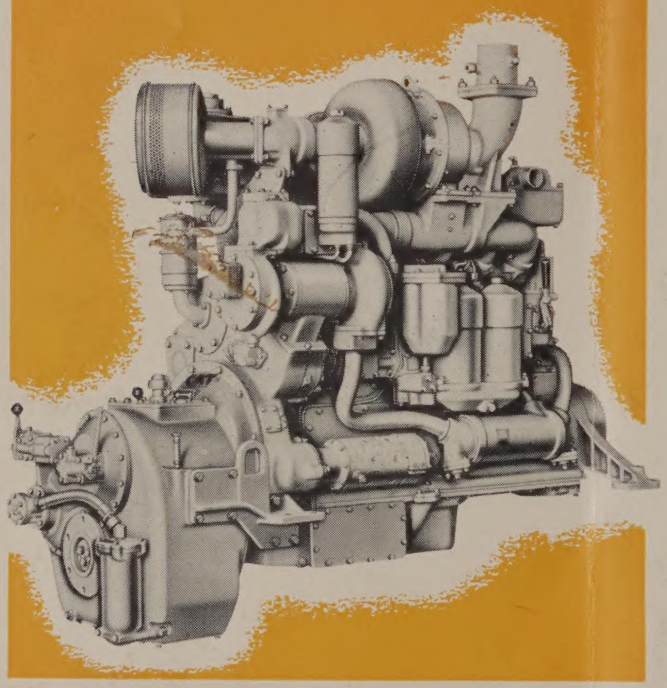

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